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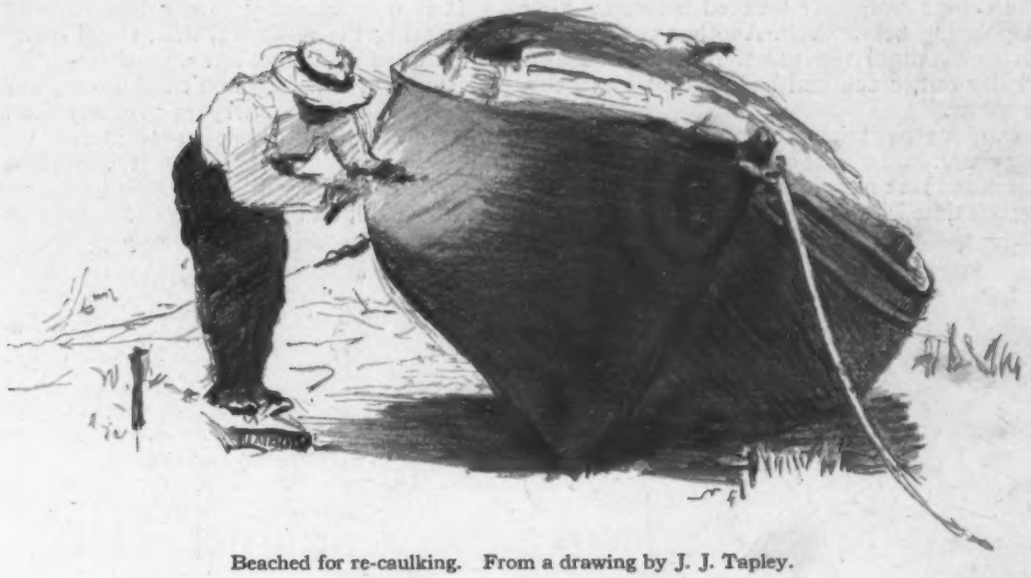


Beached for re-caulking. From a drawing by J. J. Tapley.

Fitting 'er Out

By AN "OLD HAND"

WELL, it's time to be at it again. Many, in fact, already have it well in hand, and by the time this appears every owner who does the job himself ought to have the winter cover off and the boat airing out; and while most of these don't have to be told anything about the job in hand there may be some novices who would welcome a few hints or reminders. What follows will be merely suggestions as to what to do (not how to do it) so that none of the essential work will be overlooked.

One important thing to bear in mind is that an orderly method of doing the work is far better and quicker than the haphazard way in which some go about it. So —

Don't have several jobs going on at once. It's poor policy to have a hand scraping spars aloft while another is painting below.

Don't make the preliminary examination of the boat and gear too casual — or you may waste a lot of the season doing, or having done, repairs or renewals that should be effected *now*.

Make a thorough examination of the hull, particularly the garboards, and the heels of the frames. Dry rot spreads like the plague in poorly ventilated places such as under the deck near the transom, and however small a spot you may find, have it out. Use a knife or awl on everything you can get at, not forgetting mast and mast-step. A knife in the caulking, especially around the garboard seams, will disclose the condition of the cotton and may save a hurried haul-out later. Have a look at keel-bolts and their nuts, steering gear, rudder and pintles, and when on deck, carefully examine deck plates and cleats. The latter have a nasty habit of getting loose, and usually pull off at a critical moment. Examine chain plates and standing gear; open turnbuckles, free of any rust, and grease them; start the serving on the shrouds and very thoroughly examine splices. If there is any rust open out strands and scrape a bit to see how deep it has gone. If it has eaten in, scrap without hesitation; you'll be sorry if you don't, for it's impossible to rig and set up a new one at sea, even if you're lucky enough to have the material aboard and a mast to put it on.

Get your order in early for any necessary repairs to be put in hand before the yard gets too busy, and then the shipwrights or riggers will probably be finished by the time you are ready to get to work on the yacht herself. Next for the locker ashore. First, sails must be gone over; if they have been kept on racks in a dry, well-aired place, they have probably taken no harm; anyhow, examine carefully, for what may have appeared good enough for the end of last season may not be good enough to start a season with. Look over the roping and stitching, and put any renewals or repairs in hand at once.

All blocks should be examined, pins backed out and sheaves inspected, greased with a bit of tallow and replaced, scraped and varnished. Scrape spars and give first coat of varnish. Go over ground tackle, and add those few extra fathoms of cable *now*. If you needed them last year you'll surely need them this year.

When it comes to running gear, lay out in order all halliards and sheets, making up a full set so that nothing is forgotten. Examine it carefully, open out strands, and if brown and perished, scrap, and reeve off new stuff. If your boat has wire halliards look for rust in the eye splices, and breaks where the wire wears in the sheave. Don't forget shackles, mast bands, reefing gear, etc. A few good warps are especially necessary, and are usually overlooked. Then give spars and blocks another coat of spar varnish.

If you have an engine, and are not competent, you will

When Steam Was Young and Sail Supreme. From a painting by Richard V. Schluter.

find it better to have a mechanic overhaul it while you are at work in the yard. If you do it yourself, don't forget to blow all pipes free before coupling up again, and clean gas tank. Should you find many gadgets left over after reassembling (as you may), make sure they don't belong somewhere before chucking them in the tool box. In any case, have the engine *completely* finished before starting cleaning and painting below deck. Another very important thing is to overhaul the toilet, if you have one. Washers will dry out, crack and leak. Don't leave this until you are afloat.

If you use a vapor stove take out nipples and clean, and get in working order. Make a list of domestic and culinary items of equipment that are needed, and remember to buy them. Fitting out time is the time to buy any new articles of equipment — not after the season is well along.

See that all running and anchor lights are in order, and navigating equipment complete, particularly the compass and binnacle lamp — always a source of trouble. Should you have a dry card compass, scrap it and afford a spirit compass. The motion of a small boat is too violent for dry ones if you want to do accurate navigating.

It is not necessary to say much about painting and varnishing the mast and hull. Good ready-mixed paints are always available, but a good brush is essential. Just one word of warning: don't use too old halliards for your bosun's chair. It is carrying economy too far. Be sure to get a straight water line on the hull. If your hand is unsteady and you can't manage it, for Heaven's sake get a painter from the yard to mark it off for you.

Above all, don't put things off until after you go over-

(*Continued on page 104*)

"Yet here and there an ancient, e'en one of stately rank,
Lies calmly through the summer still slumbering on the bank."

Dolling Up

ALL through the dreary winter,
Far up and down the coast,
Yachts great and small lie dormant,
A somnolescent host.

If winter fast is fleeting,
Spring can't be far behind
When boats throw off the bed-clothes
Their summer togs to find.

Great scenes of animation
Stir bay and harbor shores,
For "She" is making inroads
On all the beauty stores.

Yes, all the craft are prinking,
To look their level best,
With paint they are bedizened,
In natty duck they're drest.

Old Ocean's out there calling,
And like a blushing bride
Each flapper in her glory
Glides coyly to the tide.

Yet here and there an ancient,
E'en one of stately rank,
Lies calmly through the summer
Still slumbering on the bank.

The humble clammer scratches
Where keels have scraped the strand,
While clamor of the sea-gulls
Disturbs the drowsy land.

It makes still more deserted
The erst-full shore berths seem,
As all adjacent waters
With sail and top-sides gleam.

'Tis fitting at this season
To sing and blithely shout
For just this simple reason:—
The Yachts are Fitting Out!

H. J. Peck

In South Strom Fjord. A glacier coming down from the Greenland Ice Cap.

A Greenland Cruise in the *Sachem III*

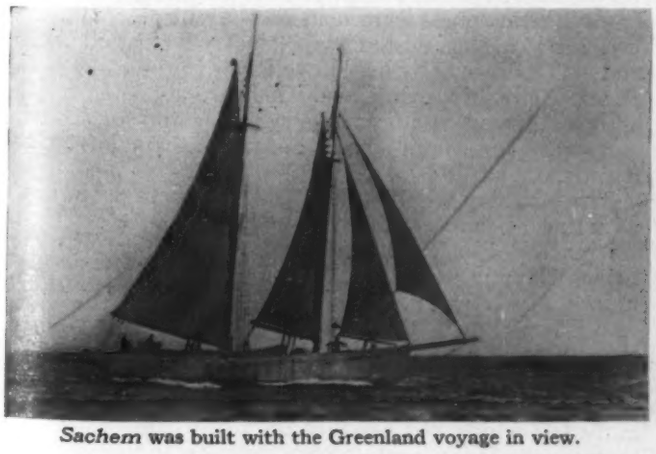
Accompanying the MacMillan-Rawson Expedition to the Arctic

By ROWE B. METCALF

IN telling of the voyage to Davis Strait and up the west coast of Greenland in the *Sachem* last summer, in company with Commander Donald B. MacMillan, on the *Bowdoin*, it is not necessary to go into detail of the expedition other than to say that it was the MacMillan-Rawson Expedition of the Field Museum, of Chicago, the purpose of which was the collection of various specimens for that institution. Commander MacMillan, the leader of the expedition, has had a lifetime of experience in Arctic exploration, and is one of the few explorers to the far North who has never lost a man or a ship under his leadership. For this he deserves great credit.

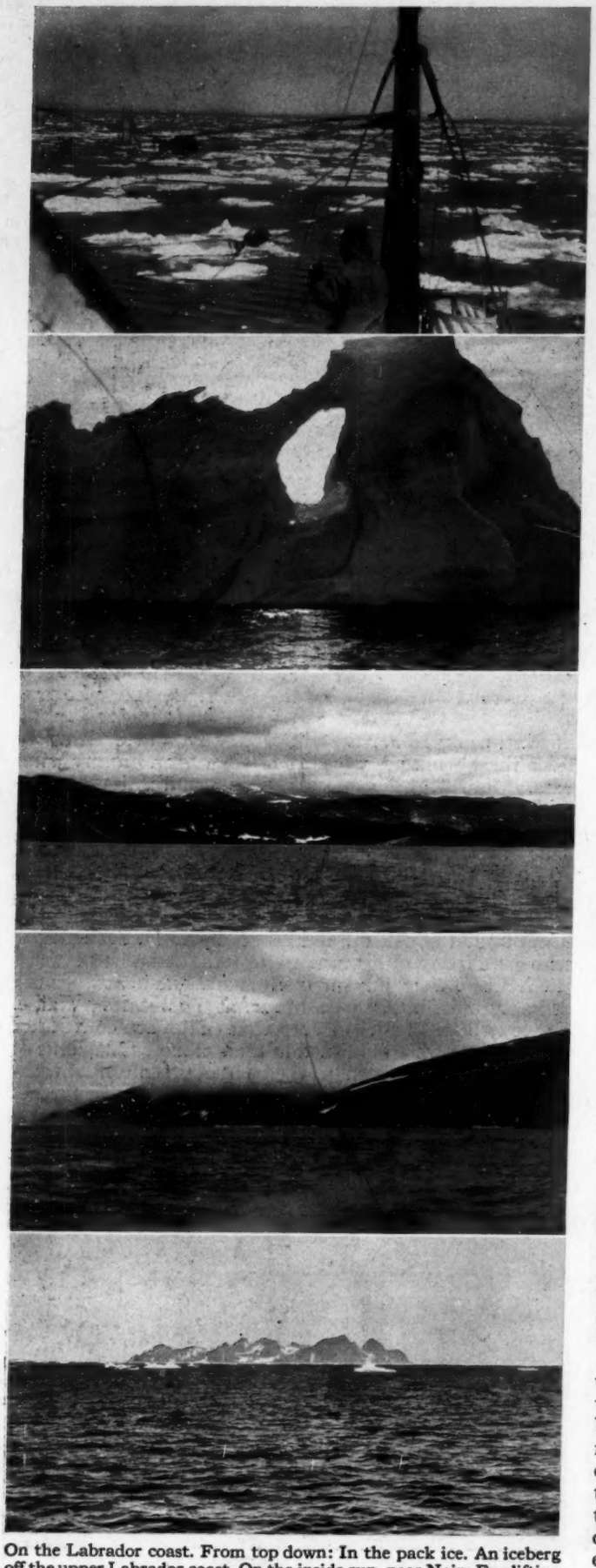
The *Sachem*, which I had built with this trip in view, was used as a sort of overflow ship for MacMillan's vessel, the auxiliary schooner *Bowdoin*, and we carried three members of the scientific staff of the expedition. In addition to these the other members of our crew were J. T. Crowell, captain of the *Sachem;* Paul Warren, of Chicago, first mate; Robert Mazet, Jr., ship's doctor; Austin E. Cooley, radio operator; Egbert Sewall, engineer; Peter Surrett, cook; Henry Sewall, cabin boy, and myself. Besides these working members of the crew were my wife, Mrs. Metcalf, Miss Maude Fisher and Miss Marian Smith, all of whom proved most useful and the best of sports throughout the three months' voyage. There were thus 14 of us, all told, aboard, which is quite a crowd for a schooner only 80 feet long overall, 20 feet beam and 10 feet draft.

For the design of the *Sachem* we were indebted to the firm of John G. Alden, and especially to D. S. Simpson, who gave freely of his time to insure that we had exactly the right hull, rigging and equipment. The boat was very strongly built by Charles Morse at Thomaston, Maine. There is little about the ship that does not show in her plans, which were published in the October, 1926, issue of YACHTING, except perhaps the band of greenheart sheathing a yard wide around the water line, which was further strengthened by a steel plate on the bow. These precautions were particularly necessary this year, as the ice on the Labrador was the heaviest that has been seen there



Sachem was built with the Greenland voyage in view.

The *Bowdoin*, from the masthead of the *Sachem*.



On the Labrador coast. From top down: In the pack ice. An iceberg off the upper Labrador coast. On the inside run, near Nain. Fog lifting on the high Labrador coast. High Island, north of Port Manvers, near which we took off for Greenland.

for 18 years. Some of the iron-wood, although an inch thick, was crushed by ice leaving Baffin Island, and on another trip I would carry the iron bow plate a couple of yards further aft if I expected to encounter heavy ice.

Our radio was built into the ship by Cooley, who showed himself as clever an operator as I have ever had the pleasure of meeting. By hard work and good planning he kept us in touch with home almost every day. Much credit is due to Doubleday, Page & Company, Garden City, Long Island, who ran the receiving end for us, and to a number of amateurs in and around Boston who received for us each night when atmospheric conditions prevented our keeping in touch with New York and that vicinity. His power was developed by a 2½ kw. motor generator set placed in the engine room, which furnished the 3,000 volts necessary for transmitting.

It might be fair to give here a word of praise to Egbert Sewall, our engineer. We had in the six-cylinder Cummins Diesel engine, a good engine with which I can find no fault, although the reverse gear, poorly installed, did go bad on us, requiring the installation of some new parts at Battle Harbor on our return trip. An engineer, however, has the hardest job of anyone, as the engine must be looked after every few hours, giving no chance for anything but cat naps, often for over a period of three days or more. Our engineer was a wonder, and never failed on the job, despite rough weather and what were often most trying conditions.

As the food supply for a voyage of this character may be of interest, I will give a list of it at the end of the story of our voyage. Out of this we brought back a considerable quantity, which would have made it possible for us to eke out a meagre existence if we had been frozen in for the winter. Aside from the staple food supply we took numerous delicacies such as a variety of candies, dates, salted nuts and a Roquefort cheese, which last we misplaced and did not discover until it was more than ripe, six weeks after we had sailed!

Just before sailing we received a present of a large yellow box, marked with black letters "Flit Kills Those Labrador Mosquitoes." At the time we considered it more or less of a joke, but later when we grew to know the mosquitoes on the Labrador quite intimately, we realized that it was one of the most valuable presents which were given to us. We also took a large amount of surgical and medical supplies. Although we had the good fortune to use very few of these, they were well worth the space they took, and the castor oil was an excellent tonic for our sealskin boots.

We thought we had considerable time to get all our supplies on board, but it was only after much effort that we were ready to set sail on June 19th. Just before sailing farewell ceremonies were held on the village common at Wiscasset, Maine, and at two o'clock we weighed anchor and sailed down the Sheepscote River in the wake of the *Bowdoin* to Christmas Cove. There we anchored for the night and spent Sunday snugging things up for the trip, and saying final good-byes to our families and a few close friends.

The next day we went to Rockland where we filled up with fuel oil, kerosene and water. The following afternoon we reached Bar Harbor through the inside run. After being delayed there three days by the fog we left for Yarmouth, Nova Scotia, early Friday morning. We laid our course from Bar Harbor to Lurcher Shoal Light Vessel. In the afternoon, about five-thirty, the *Bowdoin* signaled that they had changed their plans and would proceed directly to Sidney, so as to take advantage of the apparently fair winds and weather. As night came on it grew increasingly foggy, and we were destined to have no clear weather from this time on until we reached North Sidney,

on Sunday evening, still in a fog, and anchored in the harbor at midnight.

Early Monday morning we tied up to Reeves wharf, where we took on additional supplies, and made the necessary arrangements with the custom officials, who were most kind to us. We left the next noon for Bay of Islands, Newfoundland.

We laid over a day at Curling, on Humber Arm, for the mail boat from Battle Harbor, as reports had reached us that the Straits of Belle Isle were jammed with ice and quite impassable. Thursday afternoon the mail boat arrived with the report that the Straits were all clear. It was our desire to pass through the Straits in daylight, as the percentage of foggy days is high, and the strong tidal currents make it difficult to do any accurate work by dead reckoning. Added to these difficulties is the danger of icebergs on the northerly side of the Straits, and the unreliability of the compass due to submarine iron mines in that vicinity. A favoring wind brought us to Point D'Amour about daylight, and we were most fortunate in having clear weather except for an hour before we reached Battle Harbor.

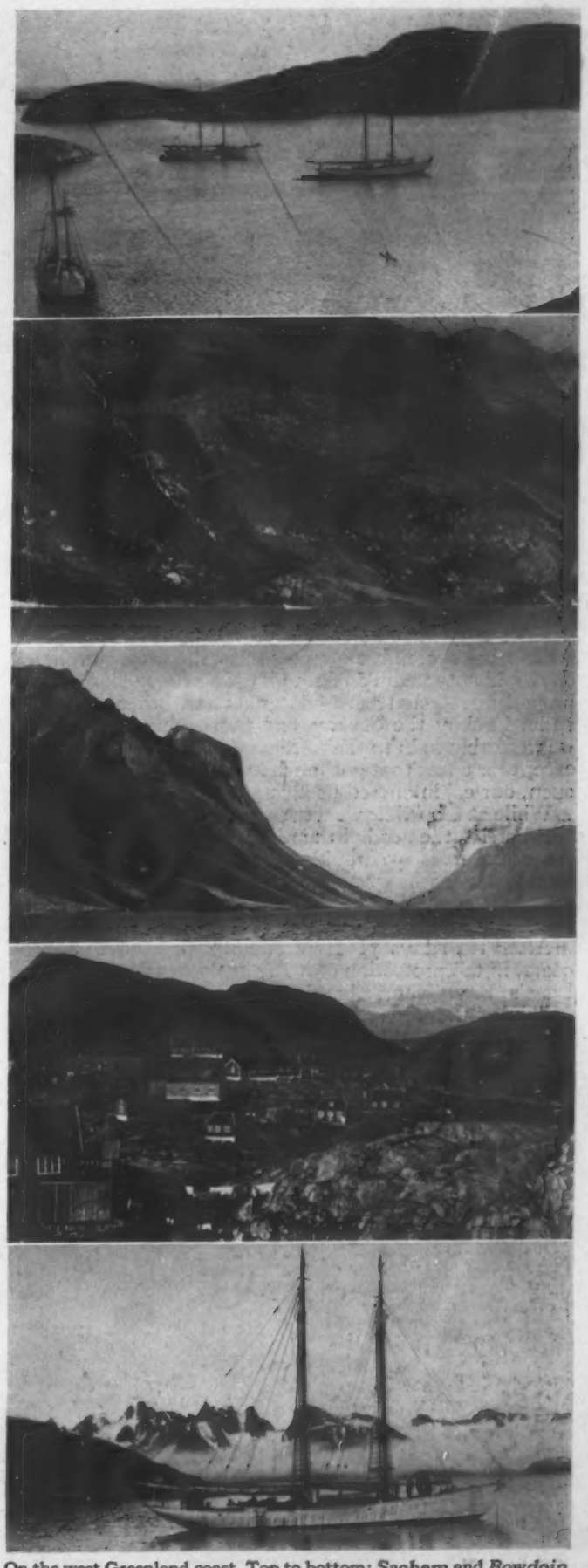
We had only two days in which to enjoy Battle Harbor, and although we could see many icebergs outside the harbor and counted one hundred of them within close range, on July 6th we left for the North, passing along up the coast (in the wake of the *Bowdoin*) through Indian Tickle. The day was raw and cold, so that few of us remained on deck, unless on watch. As we were approaching Gready, which is the southern edge of the bay formed by the mouth of the Hamilton River, the wind suddenly veered off the land, striking us like a blast from a hot-air furnace, so that while sheepskin coats had been none too warm a minute before, the flannel shirts which most of us were wearing were now more than ample covering. Rounding the headland about which this fiery gust was sweeping, we headed into the wind under power, dropping our sails as we proceeded. We had nothing further to do but to let go our anchor when, a few miles further on, we slid by the sheltering cliffs of Curlew Harbor, the wind still tearing by overhead.

The next day we headed for Indian Harbor, across Hamilton Inlet. Ten miles from our destination we sighted the ice pack off our starboard bow, jammed in hard against the land and extending as far as we could see. Fortunately we were able to slip in behind the islands and, in the early afternoon, drop anchor in front of Dr. Grenfell's northernmost station at Indian Harbor.

A number of fishermen at anchor strengthened our belief that no vessel had been further up the coast that season, except possibly one or two which had gone far offshore and then worked back to the coast through what was the heaviest ice pack that Labrador had seen in 18 years.

During the night a strong onshore wind drove the pack in all around us, and when in the morning we had climbed to the top of Shakespeare Hill it was evident that we could neither advance nor retreat until an offshore breeze should drive out to sea the ice that was now cutting off the path through which we had come only the day before. Contrary weather kept us in Indian Harbor for four days, thoroughly annoyed by large ice packs which constantly fouled the ship, as with the wind and tide they drifted back and forth through the harbor.

On the morning of July 12th the weather looked more promising, and turning away from the open sea we passed through the narrow passage at the head of the harbor. We were able to go only a few miles, as far as Icy Tickle, where the fog shut in. In the face of this, and the continued bad ice conditions, we remained until early next morning. In the late afternoon a number of us took two dories up the bay. We sighted two walrus at the southernmost point



On the west Greenland coast. Top to bottom: *Sachem* and *Bowdoin* at anchor at Sukkertoppen. *Bowdoin* against the high cliffs of South Strom Fjord. South Strom Fjord, where the mountains rise sheer to 5000 feet. Sukkertoppen, looking inland. Fog ready to shut in.

Rowe B. Metcalf, owner of *Sachem*, at the wheel.

Peter Surrett, the cook, takes a trick at the wheel.

they had been seen for some time, and also shot our first eider ducks, which we found to be excellent eating.

The next day, through typical ice conditions, we managed to reach West Turnavik, which is a small bottle-necked harbor with scarcely room for two boats to swing. We left there the next morning, and followed the *Bowdoin* to Hopedale, the head Moravian missionary station for the Eskimos of Northern Labrador.

It was at Hopedale that we were formally introduced to the Labrador mosquitoes. For viciousness and persistence they have no equal. At anchor several hundred yards from shore, five minutes after the breeze dropped, one could not remain on deck for even a few seconds unless properly protected with head nets and other paraphernalia. Luckily the *Sachem* was thoroughly screened, so we were able to keep them from getting below decks, and except for a few that got in when hatches and doors were open, our cabin offered us a comfortable refuge.

While at Hopedale we were most kindly entertained by Mr. Perritt, the head of the Missions. Had it not been for the mosquitoes we would have had several good days hunting and fishing. As it was, we were glad to get our deck load of gasoline ashore, and then retreat to the shelter of our cabin.

After two days of Hopedale we proceeded up the coast, in the protection of many outlying islands, to Jack Lane's Bay. Here Abie Bromfield, Commander MacMillan's interpreter, joined the *Bowdoin*. While waiting for him to pack his things, we took a careful meridian altitude of the sun and found the bay to be charted eight miles to the north of where it actually was. As soon as Abie was settled on the *Bowdoin* we again got under way and proceeded up the bay and northward. In the early afternoon we stopped to collect specimens of puffins, razor-billed auks and other birds which we found nesting around the outer islands.

As we continued along the coast, we encountered considerable pack ice, made more unpleasant by a number of squalls, evidently set up by hot weather in the interior. We finally found a good anchorage under the lee of an island, where we settled for the night.

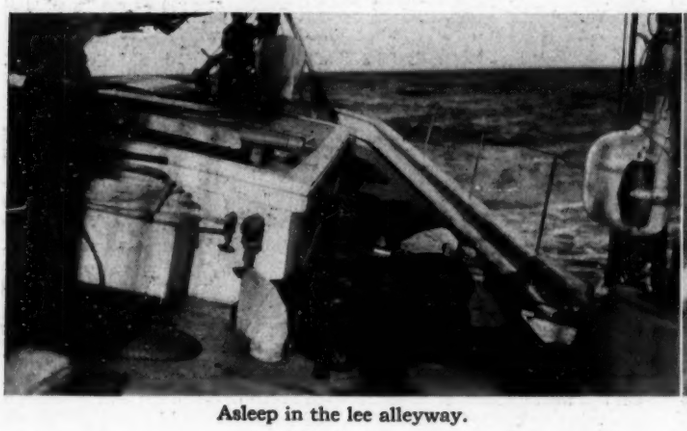
On the following day we proceeded to Nain, our course leading us back of many large islands, so that it was more like navigating some deep river winding through the hills than sailing along the coast. As the sun rose, the wind rose with it, and by the time we dropped anchor at Nain it had reached sufficient force to make it difficult to row the 200 or more yards to shore without getting a considerable ducking, even in our seaworthy dories.

On July 18th we had the most impressive of our inside runs along the Labrador coast. Passing through deep and narrow channels, we proceeded northward between mountains rising several thousand feet from the sea, and finally, making a turn almost as sharp as at a street corner, we entered Port Manvers. The harbor, one mile wide by two miles long, was sprinkled with drift ice, while outside the bar the pack ice extended as far as we could see. After circling the harbor several times, we at last found a place shallow enough for anchorage, and dropped our 650-pound mudhook in 4½ fathoms of water.

It had been our plan to head directly for Sukkertoppen, Greenland, from Port Manvers, but the ice pack was so heavy offshore that we decided to work our way still farther up the coast, ducking behind small islands whenever possible, in the hope that we might find an opportunity to cut through the pack to open water, which lay out to sea, beyond the horizon. However, we were not successful in accomplishing this, but, with darkness coming on, struck small heavy pack ice, and so decided not to try to proceed any further.

On July 20th we decided to have a try at it and got

(*Continued on page 96*)



Asleep in the lee alleyway.

Mrs. Metcalf furnishes music off the Labrador.

Miss California, Dick Loynes' flyer, again won a leg on the Royal Poinciana Trophy at Palm Beach in the 151 Class.

Palm Beach Leads Off

A Large Fleet, Fast Time and Exciting Incidents Mark the Season's Opener

PALM BEACH may not have "discovered" the Father of Our Country, but certainly it most fittingly commemorates the date of birth of the man who set a speed record himself on the old Delaware River one winter day in 1776. Whether the date so auspiciously chosen to start the year's racing has anything to do with the success of the annual regatta on Lake Worth is not known, but assuredly the popularity of the Washington's Birthday affair is such as to justify that conclusion.

A close start in the Chris-Craft Class. Won by *Sneeze*.

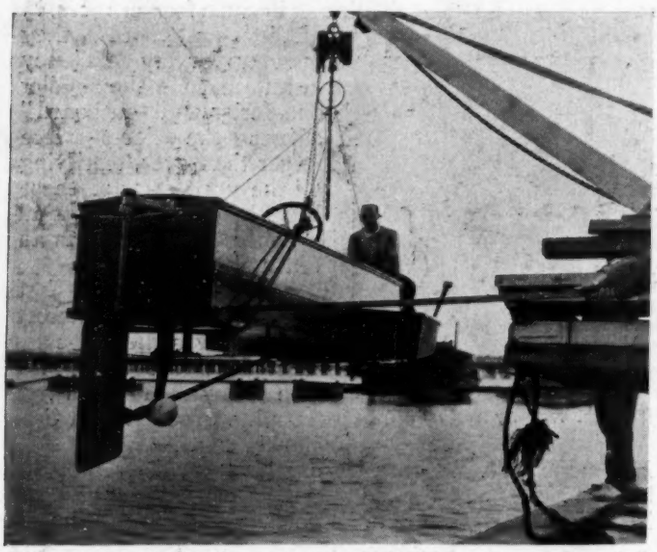
For the fifth time Palm Beach led off with the opening pop of exhausts on the Atlantic Coast, and the three days of racing, held under the auspices of the Palm Beach Yachting Association, brought together a fleet of flyers from many sections of the United States to compete for trophies which are rapidly acquiring a tradition back of them. While some of the classes this season did not have as many boats at the line as in some former races, in quality and speed they made up for any deficiency in numbers. In the smaller one-design and "outboard" classes the fleets were larger than ever, testifying to the popularity of these little boats, and the total number of starters was an unusually large one.

Perhaps the event that attracted the most interest this year was the 151-class of hydroplanes racing for the Royal Poinciana Trophy. Last season a California boat, *Smiling Dan III*, came on and won a leg on this "mug" against the best the East and the Middle West could produce. And knowing that the "effete" Eastern racing men were all

Start of the race for Dodge Water Cars.

A good start in one of the popular "outboard" Classes, in which excellent time was made.

set to see that this did not happen again, Dick Loynes, the owner of *Smiling Dan*, took no chances and brought a new flyer to Lake Worth this year — *Miss California* by name — and without apparently being extended, this sensational little craft again did the trick, and won four heats in a way that made the others in her class look as if they would have to be put on the charts as obstructions to navigation. *Miss California* is powered with a special Miller motor, with supercharger, which turned up in the neighborhood of 4,000 r.p.m. when pushed. She took the first four heats easily — with a lot to spare — against seven others of the best, including two *Miss Spitfires*, *Miss Westchester II*, *Baby Peerless* and a strange new creation that looked like a "two-in-one" affair, called the *Wasp* (see picture for explanation) which, unfortunately, capsized in a trial spin and consequently took part in only the fourth heat, where she finished in fourth place.



Wasp, a "two-in-one" experiment which did not "come through."

In tuning up for the mile trials before the fifth heat, *Miss California* hit the wake of a fast cruiser and knocked a hole in her bottom. Though she was hurriedly repaired, and the last heat delayed for her, she could not finish. However, her four wins gave her another leg on the cup with 800 points, the others getting: *Miss Rockledge*, 375; *Miss Spitfire V*, 200; *Margaret III*, 190; *Miss Westchester*, 100; *Baby Peerless*, 100; *Miss Spitfire VI*, 66; *Wasp*, 25. The winner's best five-mile lap was in 6 min. 25 3/5 sec.

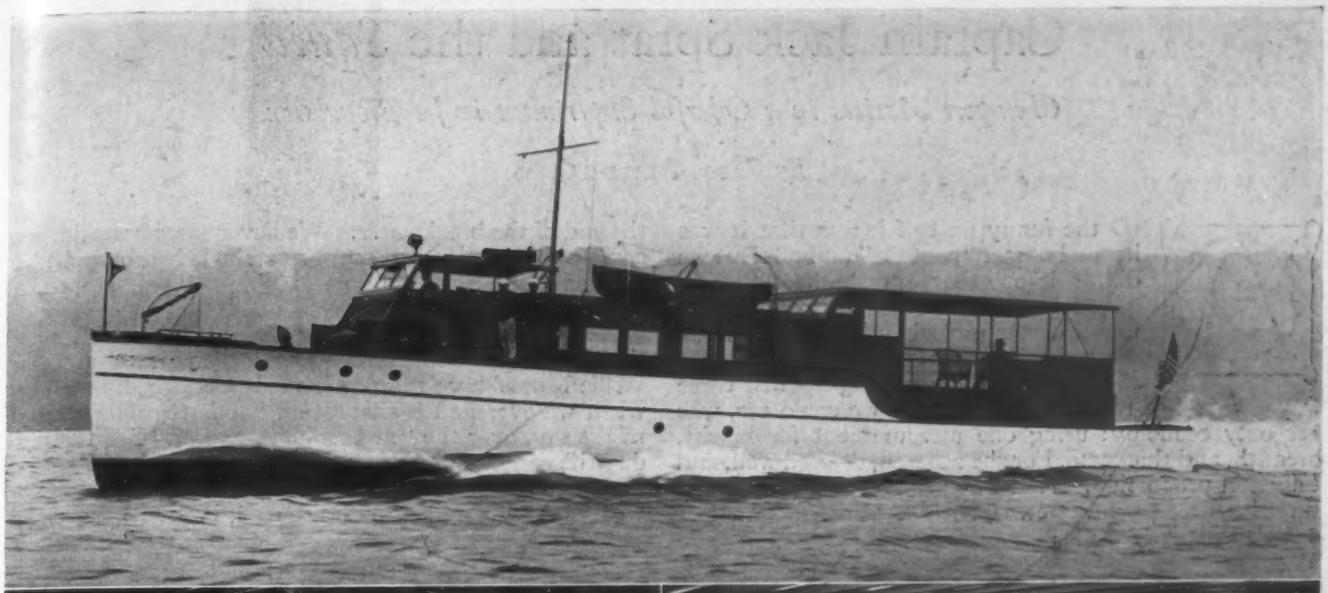
In the class for Gold Cup boats racing for the Inter-State trophy, Commodore Wagg and "Bill" Bigelow's *Palm Beach Days*, Forrest Adair's *Sara de Sota* and Irsch's *Miss Tampa* each won a 25-mile heat and were tied on points at the finish. According to A. P. B. A. rules, the race should then have been settled on the basis of each boat's total elapsed time; but as both *Miss Tampa* and *Sara de Sota* had been flagged off the course by the judges in previous heats no comparison was possible and the race stood a tie, each boat getting 1,085 hard-earned points.

For the Bradley trophy, *Miss Palm Beach*, owned by W. J. Connors, took first place, beating *Miss Oknechobee* and *Sneeze II*. In the race for 26-foot Chris-Craft, Kenneth Van Riper's *Sneeze* led the way in fast time. Paul H. Prigg took the Biscayne Babies one-design class. In the Dodge Water Cars No. 65 was the winner and J.

(*Continued on page 106*)

The Sea Sleds in a spectacular start on Lake Worth.

Kegonsa—A Houseboat Cruiser with a Speed of 28 Miles



The desire for high speed and the comforts afloat, possible only in the houseboat, has led to the production of a type of which the *Kegonsa* is the latest example. Here a speed of 28 miles per hour is combined with the large deckhouse living room and the spacious sleeping quarters below usually associated with the houseboat.

Kegonsa is owned by Gerhard M. Dahl, Esq., of New York. She was designed and built by the Consolidated Shipbuilding Corporation, of Morris Heights, and is 81 feet in over all length. Her power is furnished by two Wright-Typhoon engines of 550 h.p. each.

The pictures show the attractive main saloon, the comfortable and sheltered after deck and one of the double staterooms below.

Captain Jack Sprat and the *Squid*

Clamport Assists in a Colorful Experiment in Jet Propulsion

By Capt. Abildgaard

AND the funny part of it was that it was his real name, "captain" and all. But we didn't know that till we had already gilded him with it, he being attenuated like a cotter pin while his wife had the more ample form of a blank washer, only the same dimension being applied three ways instead of two. Which, so far as we could see, was her only economy: using one measurement for height, breadth, and thickness. For she ate well, dressed well, and talked in proportion. And when she laughed, her entire three hundred pounds, net, was behind it like steam under a tug's whistle. An ample sense of humor, she had, or this yarn might never be in the spinning. He? Well, he was just lively, like a sprat, and thin with nervous energy.

Where they came from, we never knew. In fact, I rather doubt whether they could have told you right off, themselves, if you put it to 'em all of a sudden, for they were a pair of arrant cosmopolites who seemed to have been everywhere within smell of low tide — and that would mean the China ports as well as Tangier Sound. All that we knew of their immediate history was that they had stepped ashore with a couple of suit-cases and an empty canary cage and then hauled up a battered trunk from the cockpit of an ancient glass-cabin launch, and left her tied up to the rotting wharf of our little old Connecticut seaport. Curiously matter of fact, they were, and much in accord as any Jack Sprat and his wife should be, they walked up the street without once looking back upon their late marine abode. Right up the street to the Widow Filkin's bakery with "rooms to let" above it, and ten minutes later the sign was down and the widow's pie-fed boy was trundling the trunk in their recent wake.

"Stepped ashore with a couple of suit-cases and an empty canary cage and then handed up a battered trunk from the cockpit of an ancient glass-cabin launch."

That was well along on the morning of a hazy-golden October day when all the Sound lay dusty quiet, and towards noon a burly man sprang familiarly aboard, started up her rumbling engine, cast off her lines with easy assurance, and, throwing in the clutch, swung her around for the end of the breakwater. We never saw her again, and could only surmise that our new arrivals had brought her up from some southern port for the man who seemed to own her.

Now it goes without saying that we were a bit agog, that evening, as we foregathered around the stove in Willie Moses' boat shop — the only evening, by the way, when we ever had a chance, all hands together, as you might say, over the "mysterious stranger." For the next day the captain himself filtered down to our loafing place, and that night the lure of our light brought him again, with his pockets filled with crooked, black Italian cigars that were as hard as ebony and draftless as any of our bank accounts. The smokes were on him—but never again. Yet far from resenting his inverse generosity, we warmed to him through sheer admiration for the suctional power by which he kept that cigar of his aglow. One could see his Adam's apple heave down with a slow, steady rhythm as though it were some imprisoned imp bulling his last ounce for his master's delight. What got us more, though, was that before we really seemed aware of it, Mrs. Sprat had become a member of these nightly gams. Perhaps it was because she never came with him, but always eased her bulk in through the narrow doorway after the yarning was well under way, and then quietly lighted up her "7–20–4" like the rest of us.

"Smoke one of my old man's Spig two-fers? Not for the best silk stockings, out-size, at Wanamaker's," and she chortled till her fo'c'stle deck shimmied like the top of an old Ford, while we noticed that her stockings *were* silk, and pretty good ones, too.

And the yarns those two could spin, would keep you laughing from now to the poorhouse. Though it was the captain who did most of the spinning. But he never said much of anything till she had sewed herself in the big arm chair Willie Moses had brought down a'purpose for her, and strengthened with turnbuckles fore-and-aft and athwartships. Ma's cradle, he called it, as though she were

". . . and all of a sudden that danged centrifugal pump took hold."

some extra craft that needed special docking. You could see her biding for a lull — for all her size she was an unobtrusive critter — and then before you knew it, she'd square away with, "D'you remember, Jack, the time our Canton 'boy' got his cue afoul of the sounding machine?" or, "Have they heard about the nigger who put the paregoric in the stew off Demerara?" which we hadn't, yet, or, "Tell 'em about the giant squid you gaffed and it towed you off in a cloud of sepia —"

Say, that was a tall one, but the old man would get it off with considerable conviction as though he believed it himself. And he always ended up with, "Funny now, but do you know what I was thinkin' about when that big fellow was makin' 15 knots astern, with my hand jammed in the strop and all my stren'th goin' into keepin' my head down so it wouldn't be snapped off? Well, t'warn't of *her*, seein' as she was plastered with insurance like ivy on a brick gas-house" — whatever he meant by that — "but what a damn fine way to make a boat go through the water! *Pump* her through!

"Not that I haven't been a hand to pump water through a boat many a time, but the wrong way, *up* and *out*. Real fore-an'-aft suction, *I* mean." And his Adam's apple would be hauling away on that Milan fumigator of his, for dear life, as though its ultimate salvation depended upon the eventual success of its master's pet hobby. For it *was* his pet hobby, as we came to know.

"Why don't you try it?" suggested Willie Moses, who had a nose for any small work that might come his way, but concealed it under a manner so deferential and yet with a subtle challenge in it, that, like as not, you *would* be trying it, before you knew it.

"Yes, sir," continued the captain, belaying his cigar while the bottled imp sat down for a bit of a rest. "Just one of them centrifugal pumps with an engine onto her, and a couple of lengths of steam hose — that's all. Set it in a light hull, and away you'd go," and he'd take to sucking the Flor-de-Ropa again as his mind's eye was following that hobby of his scuttling across the bay like a water bug.

"Sure," put in Willie. You could almost see his thoughts roving the waterside for a circulating pump and a second-hand engine, and odd pieces of hose and fittings. "Sure. And what would be the matter with connecting her up athwartships so you could go sideways, if you wanted to!"

Well, we almost thought he'd gone a bit far that time, and the captain fixed him for a moment with a fishy eye that presently turned dreamy with speculation. Dreamy like a cod thinking about whatever it thinks about. And then Willie heaves up another one: "Wouldn't need no rudder. Just run the hose out astern a coupla feet and wiggle it with a tiller, sort of. She'd go round like one of them fancy bull-boot dancers I seen once up to Hartford."

That had the old man going, almost, and his eye got fishier than ever, as though the cod'd had a bum bowl of Java for breakfast, and you could see he was herming up to snap something nasty at Willie, when Clem Davis, who does the locals for the *Shore Life*, put out his hand like a traffic cop.

"Now here's a real idea with *money* in it! The captain could have a tank filled with some colored fluid to feed into the stern hose, and write cigarette ad's at all the regattas. Then she'd be a *real* squid. A real water-writing squid *and* a paying proposition. And he could lay down "WELCOME" just outside the breakwater, with a dotted line right up to the town wharf. Put Clamport on the map!"

So we got to calling her the *Squid*, and having her name, the captain began to feel bound to have the boat to go with it. It became a kind of obligation in which we, to a certain extent, shared, for we all owned property of a sort, and the real-estate booms had as yet all made their noise elsewhere, for some reason or other. We stood to back the captain, morally at least.

Now morals work two ways, if you know some little seaport towns as I do. Not that we were a thieving lot, especially, but we had a way of snaking objects of low commercial value from those who might not know the difference right off. And perhaps not care a great deal

when they did find out. At any rate, Willie Moses came back from New London one day, with a circulating pump he had hacksawed out of a dismantled steam yacht, and some steam hose he had whistled away from a contractor's yard. Then he went down to Noank over Thanksgiving, and when he was sober enough to drive home again, there was a two-cylinder engine out of some lobster boat leaning its rusty heads against the back seat of the car. Willie seemed even more surprised than we should have been. To be sure, the plugs and trip rods and carbureter and flywheel were missing — probably to discourage light-fingered gents. But it hadn't discouraged our Willie, too much. And the captain said he wouldn't need a flywheel anyway, as the pump vanes pushing the water around should steady her enough, while the other parts were mere trifles for some of the rest of us to look after, at our good leisure. Selah.

Well, the captain had to *buy* the boat, but he'd done so well, so far, that he really didn't mind, and Willie sold him a dismasted skimming dish he'd picked up one night out on the Sound. Just the thing, we all agreed, for she'd slide any which-way, and was not too tottlish for Mrs. Sprat to move around in.

It was a mild winter, bye and large, and what with the captain and Willie puttering over the *Squid* daytimes, and the rest of us thinking up suggestions nights, Spring came almost before we were ready for it. For the captain was a thorough cuss, and had to have everything plumb right before he'd let his pet kiss the water. In fact, he was so long about it, fussing with this gadget and that, that we began to call her the "Never-get-wet." But the old man just went ahead, making blue smoke with the engine and one of those Wop stogies of his — there wasn't much to choose between 'em — and swore by all the tingle-tangles *he'd* ever known, that when the *Squid* went overboard she'd go ship-shape and there'd be nothing to do but adjust the gas.

The day came, at last, and we were all set for the launching, which was scheduled for ten o'clock. It was the kind of warm June morning when there ought to be a circus parade in town; but there *was* a parade all down to Willie Moses' boat-yard. *We* were there right after breakfast, of course, and shoved her out of the shed and down the ways to the high tide mark. The captain had insisted on keeping her covered with an old spinnaker, and there she was, for all the world like the corpse of William the Norman just before he blew up. That was on account of the engine box sticking up amidships. But hold on! T'aint time to laugh, yet.

So there she was, and there we were, and little by little the whole town was there, and most of the "summer complaints" who'd already come to sweat the fusel oil out of their skins and bake on tan where they used to wear clothes. And the harbor was all "bedight in its Summer dress of pleasure yachts, large and small," as Clem had it in the *Life*, while the squareheads on the big fellows were going through their daily "Much Ado About Nothing" with both eyes on the beach.

Then the Missus announced, "A quarter to," like she was turning the old man out for his watch, and he snatched the spinnaker off his darling.

Maybe it was the way he did it, with a sort of Captain Kettle flourish and a puff of wind just coming along to lend him a helping hand; and maybe just because it was a free show and the people were easier on the laugh. But that's what they did. They laughed, and what seemed to make the captain madder was the loud guffaws that rolled in from the squareheads on the private yachts. And to tell you the truth, *we* had to laugh, even to the Missus, whose preventers must have eased or something, for she seemed to sag off a mite, amidships, and after that her face had a sort of careful look as though she were trying to breathe easy, and would hate to sneeze. By luck, the old man was glaring out at the squareheads and muttering something in Panama Spanish. From a corpse, the *Squid* had turned into something that looked like an albino grampus run over by a steam roller that had dropped a fancy chest on it when almost across. And under its white belly stuck out those ends of steam hose that looked like a bunch of drain tubes after an operation, or the things you blow up rubber frogs with. Your choice, but we *had* to laugh.

Even so, you'd've had to take your hat off to Captain Jack for the job he'd done on her — if you could forget those drain tubes for half a minute. Topsides and bottom she was velvety white like the under side of a devil fish, relieved by a wavy gold stripe to represent the long arm of a giant squid, running forrad from her transom. Her deck was a sort of rose pink to match the nautilus, or may be the old lady's stockings. But the main piece was the engine housing that stuck up plumb amidships from her shallow cockpit. It was enameled pea-green, while sprawling all over it, cut out of sheet brass and studded with round-headed nails, was a shining octopus — polished till it hurt your eyes.

"Well done!" shouted Clem, wiping his eyes, and we winter yachtsmen gave her a cheer in which the Missus joined before she remembered that her gaskets had started to go.

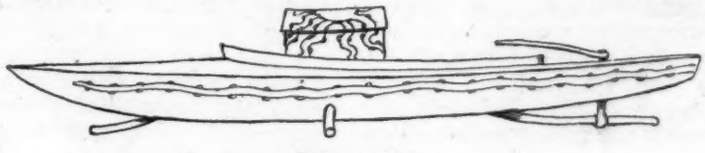
"What's that?" shouted the captain, still excited, "What's up *now?*"

"Nothing, Jack," percolated his wife in a soothing sort of way. "Shall I come aboard?"

He nodded, and we helped her up, all of us, and then ranged four on a side to start the cradle when he gave the word. We heard him open the engine box and click the spout of the priming can nervously into the cups, and then there was a heave and a grunt and the engine started up as though 40 mules were running around in her bilges. There was some racket from the exhaust, too, because he had no water running through the silencer, but he stuck his head over the side and shouted something and pointed down the ways. So we put our shoulders to it and shoved, but it was no go. She'd gone that far easy enough right after breakfast, but now with the old lady in her it was a different matter.

By this time the engine was beginning to get hot — must have — and the skipper was getting hotter and yelling like hell, motioning to the people to come on and then shaking his fist at 'em. Well, they didn't know just what to do, till the Widow Filkins' pie-fed boy made a start and the rest followed and began to push till you didn't know if you were walking on your own feet or somebody else's. But she moved — had to — and before we knew it, she was a'smoking down the rails with the old lady standing on the deck, forrad, ready with a boat hook in case she took a sheer into the dock when she hit the water. The *Squid*, I mean. You see, the Missus was a good sailor, all

(*Continued on page 90*)



The *Squid*.

The Aerodynamics of Sails

Nature as a Guide for the Construction of a Sail

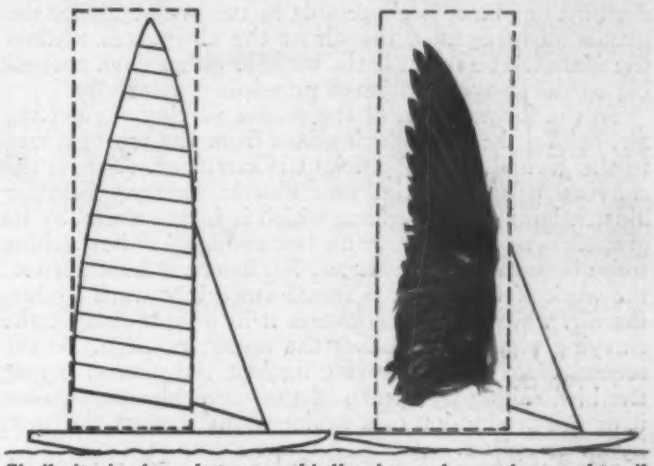
By Dr. Manfred Curry

As one observes the marked difference of type in our modern sails, and listens to the varied opinions on their efficiency, he cannot escape the impression that there is too little technical knowledge available to permit anyone to speak with absolute authority as to the correct and best form of racing sail. When it is seen that the same boat, under the same conditions, sometimes sails better than at other times, the conclusion is reached that, inasmuch as the hull has not changed at all, the sails must be the decisive factor.

And if we conclude that only one form of sail can be the correct one, — not, as is so often held, that a form of sail should be chosen for each type of boat, — we become convinced that the sail presents problems worthy of scientific research. It was such consideration that led me to undertake the extensive series of observations and experiments which are recorded in my book, *The Aerodynamics of Sails*, to be published this spring in the United States, having already appeared in Germany.

Nature, I believed, should serve as a starting point and a guide in my experiments; it, rather than existing theories, should indicate the direction of one's researches. For the sail is, and should be, precisely nothing more than a great bird's wing; it moves the slender hull through the water in much the same manner as wings move the body of the *soaring* bird through the air. Being convinced of this similarity, it behooves us to study nature's "sail" with the utmost care and precision.

In beginning this study we should determine wherein



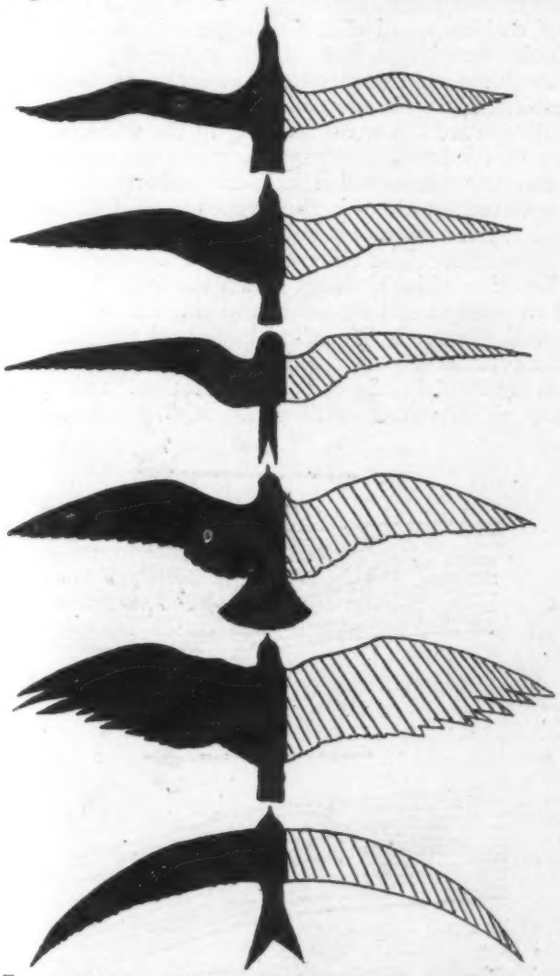
Similarity in shape between a bird's wing and a modern yacht sail.

the operation of the sail and of the wing are similar, and wherein they differ. To do this we shall compare the soaring bird and the sailing boat.

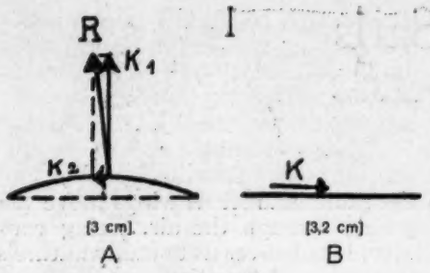
Both bird and boat move at a certain angle to the wind through the employment of power produced by means of the pressure against the wind. In fact, only that component power operating perpendicular to the surface is of value; the power working rearwards glides off the surface and, as friction and form obstruction, must be overcome. Nature presents in the bird's wing a form favorable to the creation of a heavy pressure, called the up-drive, which gives the bird power to hold itself in the air. Man must by art, through the form and cut of the sail, develop a form which will create a maximum pressure and a minimum friction and form obstruction. By means of the pressure on the sail and the conversion of the force to the boat, there arises a power component directed forward. How far we may follow the construction of a bird's wing in the making of a sail, the closer observation of the wing and of its operation will show.

We are interested in those birds which conquer the sea of air by soaring, whose wings achieve a great up-drive without a stroke. To these belong, in the first rank, the albatross, the gull and the buzzard. (We should not make the error of including the "air acrobats," such as the swallows, among our examples.) Now let us learn how it is possible for them to soar freely in the air, to play with the third dimension. One secret, so long hidden, lies in the wind. Near the earth's surface it may have little velocity, or none at all, but high up it is almost always fairly strong. Another factor is the extremely favorable form of their wings. But before we go further let us mention briefly the physical laws which underlie the operation of the wind on a plane surface, upon which the flight of man, on sea and in the air, depends in part.

Whether a plane is moved against the air or whether the air — in the form of wind — blows against the plane,



Top to Bottom: Albatross, Gull, Sailor, Pigeon, Buzzard, Swallow.



the effect is the same. The air pressure, or air density, necessary for flight, which makes it possible for a bird or a flying machine to be suspended free in the air, is obtained when the wing is struck by the air at a certain speed. This speed, by the action of which the air becomes dense enough to float the bird or plane, is obtainable in two ways. Either the planes move against the air or the air moves against the planes. The result is the same in either case, according to the above mentioned principle of relativity.

To the former case, of the planes moving against the air, belong the bird which glides from the top of a tree to the ground, whereby height is sacrificed. (This is the conversion of potential into kinetic energy.) Another illustration is the aeroplane which is forced ahead by its propellers until it is traveling fast enough for the machine to be borne up by its planes. No height is here needed; the work of the motor is transformed into work against the air, which in turn converts it into force against the carrying planes and makes the ascent possible. To the second case, the air moving against the planes, belong the bird sailing by means of the wind blowing against it or the production of a sailing flight against the wind by an aeroplane.

Now the pressure grows with the square of the speed and increases proportionately to the surface. For example, for flat surfaces according to the formula: $A = .13F\ v^2 \sin a$.

That is to say, a plane surface of one square meter which, with steady speed, covers in one second a distance of one meter perpendicular to its extent, gets a resistance of, roundly speaking, 0.13 kilograms. From this the resistance of the air is calculated by the formula: — given the angle of opposition $A°$ for a surface of F square meters in a speed per second of v meters.

As another favoring factor, the bird is aided by the fact that the wind has not, as is commonly supposed, an exactly horizontal direction, but blows over the plain at an angle of about 4° upward. And as a final factor, there is the peculiar operation of the bird's wing — for us the most important one.

If we observe gulls against the sun, as they soar along easily over the water, the shadows in their wings show that they are being continually pulled and turned; the birds are seeking by this means to catch and use every puff of wind in the constantly varying directions. We note also that the bird, under ordinary circumstances, never flies upward *with* the wind, always *against* it. The diagrams show us several kinds of birds in flight and permit of interesting comparisons with sailing.

The wings of different kinds of birds vary greatly in length, and it is noticeable that the longer the wing, the better soarer the bird. To the albatross, that ace among soarers, nature has given remarkably long wings — up to a span of nearly ten feet — which, in spite of their comparatively small area, have to bear up an enormously large body, often without any movement when there is only the slightest breeze. Apparently nature gains a great advantage from the large proportion of length to breadth.

Then there is the thickness of the front border of the wing, which entirely contradicts former views about air resistance. We shall return to this in later observations.

All wings have some degree of arching, those of swift flying birds slight, of slow flying birds noticeably greater. This fact gives cause for consideration and comparison. To illustrate the importance of arching, let us note certain phenomena, overlooked by sailors, which were considered in part in *Bird Flight*, by Lilienthal, one of the first investigators in this field. The striking thing in these phenomena is the superior carrying power of arched or vaulted surfaces in comparison with level surfaces of the same area.

Let us call to mind a few examples from everyday life, which everybody has certainly noticed, but on which few have expended much thought: An umbrella held horizontally will, even in horizontal motion, exercise a pull upwards. A wash flapping in the wind, in consequence of its involuntary arching, blows above the horizontal. An accustomed sight to the sailor, so common that it goes unremarked, is the flapping sail. Flapping is nothing but the action of a power that is called forth by the arched surface. The belly of the sail develops a push in the direction of its arching. When the belly blows out beyond the extent of its power, and the whole sail with it, it is pushed over by the wind to the other side; when the same process is performed on the other side of the sail, now vaulted in the opposite direction. This alternate play repeats itself with great rapidity; hence the

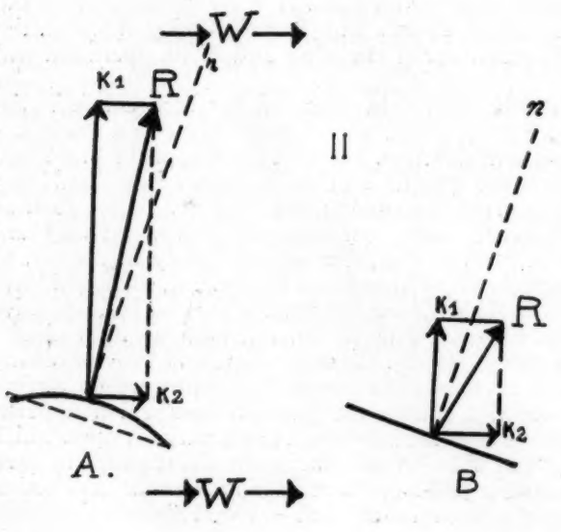


Figure II (left).

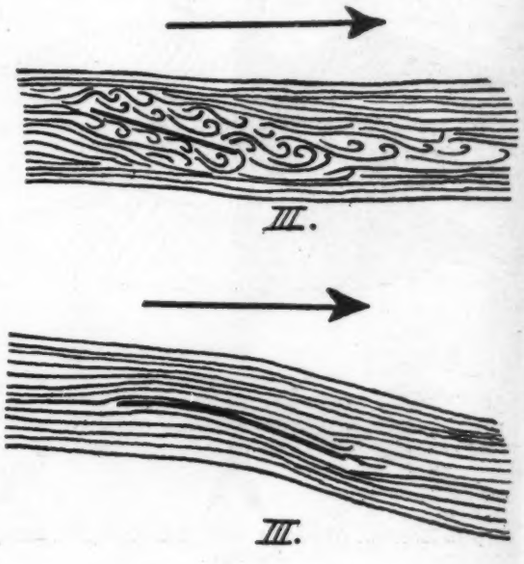
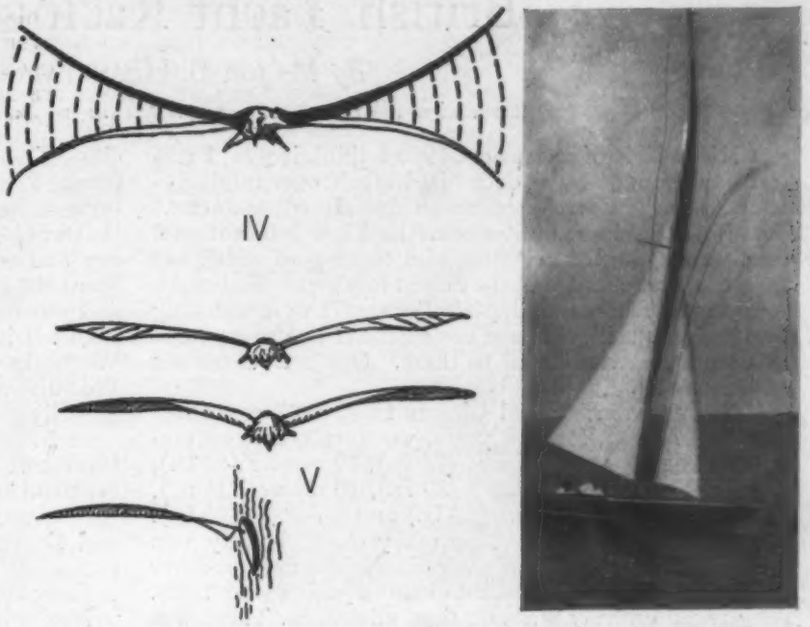


Figure III, showing air eddies formed by a plane surface and how the air currents conform to an arched surface.

flapping sail. But let it be noted that the shivering of the luff in a drawing sail has another cause.

As a last example, consider a spoon passed through a cup of coffee, or a spoon oar dragged through the water. Such arched surfaces seek to progress in the direction of their arching, hardly producing any front resistance. The accompanying diagrams, wherein the forces appearing on the smooth and arched surfaces are represented, give us an explanation of these phenomena. The first measurements on surfaces were made by O. Lilienthal, with primitive apparatus. The parallelogram of forces in the arched surfaces will certainly be a surprise to the layman. In horizontal position on the level surface appears a force K working in the direction of the wind (Sketch 1B) which tends to move the plane in this direction. It is composed of two similarly directed hindering or obstructive forces: the first we call the form or front resistance, having in view the volume of air displaced by it; the other the friction or surface resistance, which is caused by the friction of the air particles which cleave to the side walls. On the other hand, in arched surfaces the resultant force R is directed upward (Sketch 1A) with a propensity toward a forward direction. It allows of a division into two components, a vertical K_1, and a horizontal K_2, the latter directed forward. By means of this front, or form resistance, and friction resistance are balanced. Hence a properly arched surface will, in a sufficiently strong wind, either rise or, assuming that it is correctly balanced, move forward against the wind, which is effected with birds.



Figures IV and V, showing similarity to a sail in the curve of a bird's wing.

This advantage of arching shows itself still more decidedly when the wind hits at an angle from below onto the plane, or when the plane is moved against the wind in an upwards inclined position, — see Sketch II, A and B. The arched surface evolves more than double the force of the flat surface in this position.

Now we come to the question as to how much the plane should be arched. With birds, the average measurement of the wing arching gives, with good flyers, $^1/_{15}$ of the "arrow height"; that is, $^1/_{15}$ of the breadth of the wing at the point of deepest arching; with less rapid flyers, $^1/_{10}$ to $^1/_{12}$.

To make the matter clearer, experiments with kites may be employed. A kite with a flatly stretched cloth

Air pockets in a bird's wing.

rises badly, and its cord makes an angle with the ground of much less than 90°. A kite with a loose cloth which may blow into an arched form attains a much greater height, even soaring directly over head. A further experiment with kites is of especial importance: Let two kites rise, one of them having a loose cloth to be blown out by the wind into an arched surface, the other having a stiff arched surface. The latter will soar considerably higher and more perpendicular than the former; that is to say, it will develop a greater pull. Applied to a sail, this means that the stiffening of our sails with battens is fully justified.

Diagram III may show us the reason for the different working of the flat and arched surfaces. Here the progress of the wind is graphically represented. Exact knowledge of the air currents when a plane is moved through the air has been obtained by filling the air with smoke and photographing the eddy formations. In the first diagram we see that the air paths are broken and torn apart, that eddies develop. As an eddy has motion, hence kinetic energy, every eddying motion means loss of power. When an arched surface is moved through the air the air paths are not *torn* but *bent*, which is equivalent to a gain of energy. Because the plane gives the air a push downward, the plane itself is thereby raised.

We now come to the next important factor, the relations of length to breadth. The following experiments should give us an idea of the influence of these relations on the carrying power:

A rectangle, whether flat or arched, does not behave the same way lengthwise as sidewise. When put in the wind lengthwise a higher pressure is developed, which is accompanied by a strong roaring, nothing else than the noise produced by the eddies which arise. The development of these powerful eddies means a great loss of power. To be sure, eddies are formed also when the rectangle is put in the wind sidewise, but they are smaller and weaker.

With birds' wings, as with most flying creatures, — butterflies, bats, flying squirrels, and also with fishes, — we note small "taking-off" points on the rear borders. By "taking-off" points I mean those points caused by the stiffening throughout the wings. It is conceivable that these points have a certain electrical function, and it may be quite possible that they cause the formation of small eddies in contrast to the larger eddies which would otherwise appear, and which form in the take-off of every plane.

It is also interesting to note that all birds have little downy feathers on the under side near the front of the wing. When blown upon from the rear these feathers rise up. Experiments on model planes have shown that, when

(*Continued on page 102*)

British Yacht Racing Prospects

By MAJOR B. HECKSTALL-SMITH

SECRETARY TO THE YACHT RACING ASSOCIATION AND INTERNATIONAL YACHT RACING UNION

A NUMBER of years ago, 1910 I think it was, I was standing on the deck of a big schooner talking to Charlie Barr. We were in Cowes Roads at anchor. The 12-meter class, built under the First International Rule, was racing at the time and turning to windward down the west channel of the Solent in a great wind and a mountainous, short sea. Captain Barr and I were watching them, and he said, "Those are splendid boats; we have nothing in America equal to them." Our *new* 12 meters are better still.

Well, our International Classes from 1907 continued until 1914. Then, for five years, we were otherwise employed. They were 23 meters (75 ft.), 19 meters (63 ft.), 15 meters (49 ft.), 12 meters (39 ft.), 10 meters (33 ft.), 8 meters (26 ft.), 7 meters (23 ft.) and 6 meters (20 ft.). There were plenty of boats in every class. Hardly two boats were built alike, but their dimensions did not differ greatly. I suppose a thousand of these yachts were built. They raced entirely without time allowance. There was only time allowance amongst the very big schooners above 23 meters rating. The war came and the whole thing was gone. We have made a fresh start since the war and, on the whole, we have got on very well.

As you know, we revised our rating rule and in 1920 we began again. So next season, 1927, will be our eighth season with the new rating rule. Our beginning necessarily has been small. We have new 12-meter, 8-meter and 6-meter classes, but we have nothing which can be called a pure International Class racer above 12 meters. No, not one single vessel. Several hundred have been built in the classes I have named. So far the "Twelves" and the "Sixes" have been the best classes in British waters. The "Eights" have just become firmly established, and will race both on the Clyde and the Solent in 1927.

The 6-meter class owes its success very greatly to the competition with yourselves. Fife, Nicholson and Morgan Giles are building new 6-meters for the coming season. As you know, in International classes there is great variation of design within a very small margin of dimensions. It is very accurate and scientific work designing the boats. The designer cannot be certain that 1927 will beat 1926. It appears to me that in the 12-meter class — a fine wholesome cabin yacht of 42 or 43 feet l.w.l. and 2,100 square feet of sail — it is more difficult to outclass an old boat than in the 6-meter class. Possibly, sailing as they do on all parts of the coast of England, Scotland and Ireland, the personal element has greater effect in the larger class. If the owner is a great seaman and has a good skipper and crew — he is allowed only four — it is very difficult to beat him in our variable tidal waters. The *Vanity*, built by Fife for John Payne in 1923, was the best "Twelve" in 1926. The class includes *Moyana*, *Modesty* and *Vanity*, built by Fife; *Doris* and *Clymene*, by Nicholson; *Noresca*, by Anker and *Iris*, by Sir Thomas Glen-Coats. To these will be added next summer two new boats by Fife, and one by Nicholson for Sir William Burton. This will make a class of ten 12-meter boats in 1927, and in this class I anticipate the very finest sport.

Now, to show you what a good boat a 12-meter is from an owner's point of view, here is *Vanity* in her fourth year and now, at the beginning of her fifth season, her owner is offered a price for her practically the same as she cost. Why is this? Because with her Lloyd's class and being well built in 1923, as a cruiser she is as good as new, and as a racer, in her fourth year, she was the best boat in the class. This is why our International Rule is a good rule for the owner. It may be a troublesome one for the designer because he cannot promise to build a client a new boat that will beat an old one. The "Twelves" are excellent — dry and seaworthy cruisers in the roughest weather. I spent the greater part of a season in one of them, in 1924, and was never more comfortable in my life.

Our British racing season is a long and arduous affair. We begin racing on the Thames estuary on June 4th. We finish at Dartmouth on August 27th. The "Twelves" actually go on until September 10th. In 1927 there will be some 57 or 58 days' racing. These races are at Harwich, Lowestoft and Ramsgate on the East Coast, thence to Scotland and Belfast, to Falmouth, Plymouth, Cowes and the Solent, and to Bournemouth, Weymouth, Torquay and Dartmouth. Yachts sailing in a British season are reckoned to average 1,500 miles racing and 1,500 miles cruising or making their passages from port to port.

No doubt these distances are small compared with what is done by yachts in America, but here the time between the racing days is so short that passage making from port to port is hard work, and often winds are foul and the seas around Land's End and elsewhere around the coast are heavy. In the old days (1894) it was this "passage making" and continuous daily racing that knocked the stuffing out of the crew of your American yacht *Vigilant*. Boat for boat, she was quite as fast as the *Britannia*. On the other hand, the famous 20-rater, *Niagara*, designed by Herreshoff, was an excellent passage maker from a seagoing point of view, but I often sailed in her in 1895 and, Lord! she had a deuced uncomfortable cabin. She made 2,000 miles of passages and sailed 50 races in one British season when old John Barr, half brother of Charlie, was her skipper.

As to our big racing in the coming summer, they tell me all our brave old handicap yachts will be at it again, hammer and tongs, all around the coast — the King's *Britannia*, Sir Thomas Lipton's *Shamrock*, Lord Waring's *White Heather*, Sir Mortimer Singer's *Lulworth* and T. B. Davis' schooner *Westward*. This year we are going to measure them all by the International Rule and make them conform to the "Height of Sail Plan" prescribed in the rule. The fact was that in 1924, 1925 and 1926 these "sloops" were not measured or rated at all, but were allowed to carry any spars and sail area they pleased; the result was they kept adding to their hoist and spinnaker booms until the poor handicappers did not know what to make of it. One gentleman surprised the class by suddenly setting a spinnaker which extended to the top of his Marconi pole topmast! This, in the middle of the race, no doubt "flummoxed" the handicappers completely.

These yachts are old vessels. The *Britannia* and the *Lulworth* are not able to give their full time allowance by the scale to the ex-23-meters *Shamrock* and *White Heather;* it is therefore the "custom of the country" to frame an arbitrary "handicap," liable to variation during the course of the season, to "give 'em all a chance." They gave excellent sport in 1926 and will do so again in 1927. I sailed in the *Westward* over the classic course, round the Isle of Wight, last year, and after a great match of 60 miles the *Lulworth* beat us by four feet! As the handicapper had placed us level for the day it was most exciting.

We have a gay fleet of these "handicap" yachts — two or three classes. The "big five" I have named, the ex-19 meters, the ex-15 meters and a variety of cruisers which,

Two of the modern British "Twelves." Left: *Noresca*, designed by Anker.

Right. *Vanity*, designed by Fife and built in 1923, was still the best in the class last season. She certainly "fills the eye."

during 1927, will make a brilliant spectacle at all our regattas.

I have just had the great pleasure, on February 7th and 8th, of acting as secretary to a conference between the North American Yacht Racing Union and the International Yacht Racing Union. Sir William Burton was our chairman. Mr. Fife, Mr. Nicholson and Mr. Mylne gave us the benefit of their advice. Mr. Anker and Mr. Benzon came from Scandinavia, Count Filippo D'Albertis and the Marquis Pallavicino from Italy, Mr. Lucassen from Holland, and M. du Pasquier from France. We debated a number of suggestions brought forward by Mr. Clinton Crane for adjustments to our International Rule of Measurement. So reasonable and moderate were the proposals of the American yachtsmen and so courteously were all the requests for modifications to our rule expressed by them, that not a single suggestion the Americans made was not complied with. We were unable to drop the "G" and "d" out of the Formula, owing to the terms of our agreement with all the European nations, but everybody agreed that the small and even infinitesimal effect of these factors in the formula do no harm. Some were inclined to believe they do good. So there they remain, at any rate, for the present.

The American adjustments which we agreed to were eight in number. They related to: (1) Bow Tax, (2) Freeboard, (3) Height of Sail Plans, (4) Centerboards, (5) Hollow Masts, (6) Measurement of Sail Area, (7) Cabin tops in the 8-meter Class, (8) Rotating Masts.

Only those relating to hollow masts and the cabin tops in the 8-meter class were regarded as really serious innovations in Europe. From 1920 onwards we have forbidden hollow masts under our rule. This was because after the war it was thought solid masts would be cheaper. I do not think they have proved much cheaper because we have not used solid grown trees, but built solid spars with the top part of the mast hollow for one third of its length. Anyhow, we agreed to the American proposal and after the first of May, 1927, all our yachts up to and including 12 meters, will be allowed hollow masts.

Now cabin tops are very unpopular in England. We seem to prefer flush decks. But the Americans pointed out that an 8-meter boat is a nice cabin size. She is really the smallest cabin size boat. With a flush deck her head room is too low. With a cabin top she has just room enough. "Why not," said the N. A. Y. R. U. delegates, "allow a cabin top in this class?" It was a matter of insisting upon it because, if one is not compelled by the rule to have it, the designer, in the face of the hot competition, will not fit it. Very well, we all agreed to it and, personally, I believe it will greatly enhance the value and comfort of all future "Eights." Finally, it seems our rule *prohibited* centerboards. I dare say you know we do not make much use of centerboard boats in our waters, nor do I think we are likely to do so. But, obviously, it was unreasonable to hope that an American would agree to prohibit a centerboard. Indeed, they were *allowed* under our former International Rule, from 1907 to 1917. We agreed to cancel our clause prohibiting them and the two Unions agreed to proceed to make suitable regulations for their use.

I believe the outcome of the conference will be that we shall enjoy a great deal more international racing in both America and Europe. We shall begin with small classes — "Sixes" and "Eights" — and then go on, perhaps, to "Twelves."

Our prospect of British racing in 1927 is bright — a fair show of new yachts up to 12 meters on the stocks — but the outlook for 1928 is better still, for once more a noble sloop of 75 feet will come over from America and we can only hope to have a new one to meet her. A team race too, will again be introduced between British and American yachts. In the meanwhile, in 1927, at the end of our home season, a British "Six" will be shipped to America to race for the Gold Cup, which *Lanai* won last year.

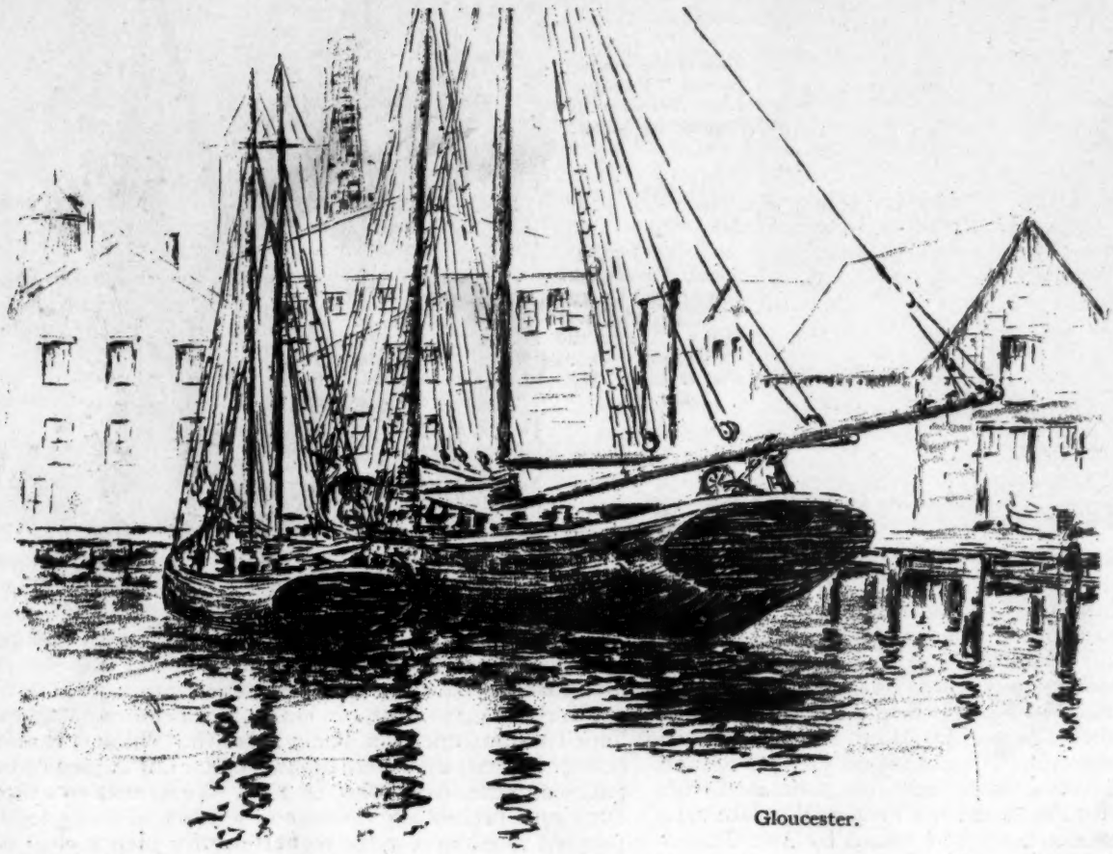
Neutral Judges for Open Events

The necessity of having a neutral judge in every important regatta in which outside yachts compete should again be called to the attention of clubs and regatta committees before the season opens. There were a number of incidents last year when judges were confronted with the embarrassing situation of having to decide the merits of a protest in which one of their own number, who happened to be sailing, was involved or between a member of their own club and a visiting boat or crew.

No judge in a court of law will sit in a case in which he is in any way remotely interested. No college employs one of its alumni as an official in a football or baseball game, nor is the referee of a tennis match allowed to act while one of his club members is a contestant in the court.

The same impartiality should obtain in yachting, and every regatta committee in an intersectional, inter-club or open event should name some outsider, well versed of course in the rules, to serve with the committee. It is the only way to forestall criticism and to prevent possible friction.

Local Color in Harbors

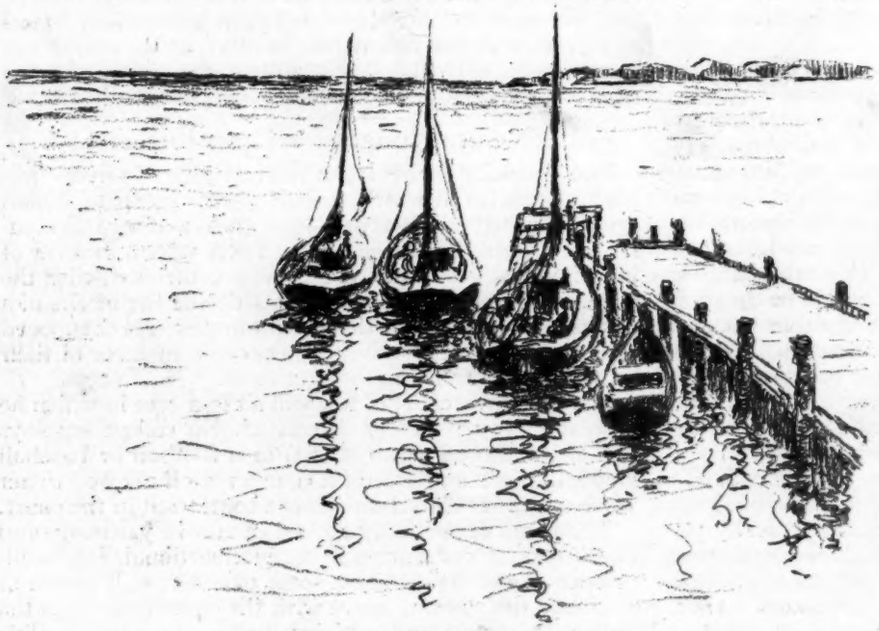


Gloucester.

EVERYONE who has cruised has felt the charm of harbors — each one having a personality of its own, made up of its particular mixture of shorefront, types of local boats with the character of the men sailing the different craft, and always the unexpectedness of incident which the waterfront provides! In the accompanying sketches something of the fascination of these may be felt.

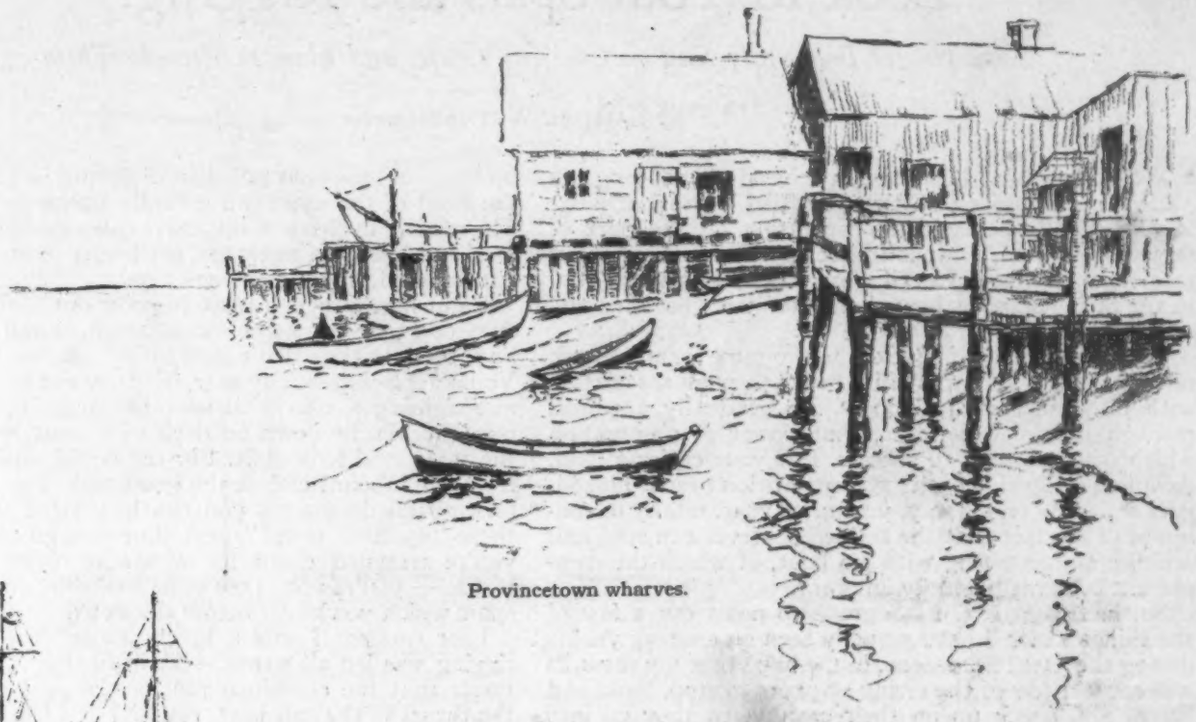
Where more than in Gloucester Harbor does one feel the glamour of sea-faring life? Its slips, with battered fishing boats being filled with ice or relieved of hundreds of baskets of cod, iridescent mackerel, lobsters, and all the great varieties of fish in northern waters, are subjects for the brush of many an artist. The green piling, the weathered dock houses, the gaily-painted "Ginny" boats with their swarthy fishermen in faded blues, purples and greens produce an unforgettable picture.

New Haven.

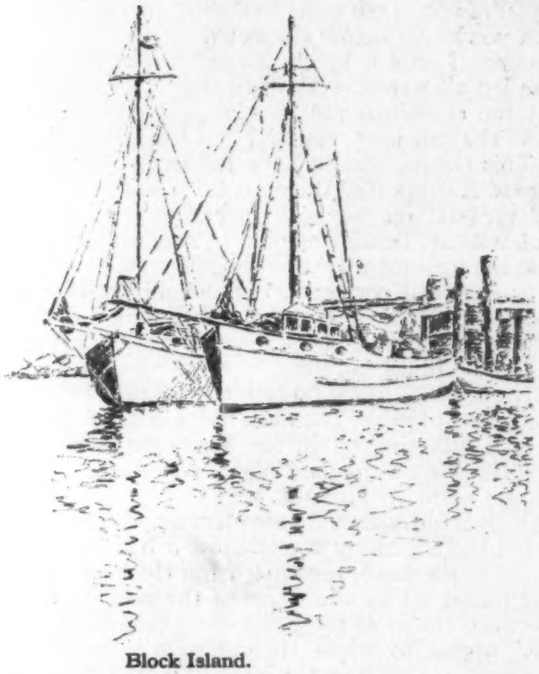


Little Woods Hole.

Looking down on these sloops at Little Woods Hole the high banks



Provincetown wharves.



Block Island.

of that harbor come to mind.

This three-masted coaster with plenty of water all around her as she lies comfortably at anchor protected by the distant breakwater, tells a story of a big harbor where large craft come and go — as they do at New Haven.

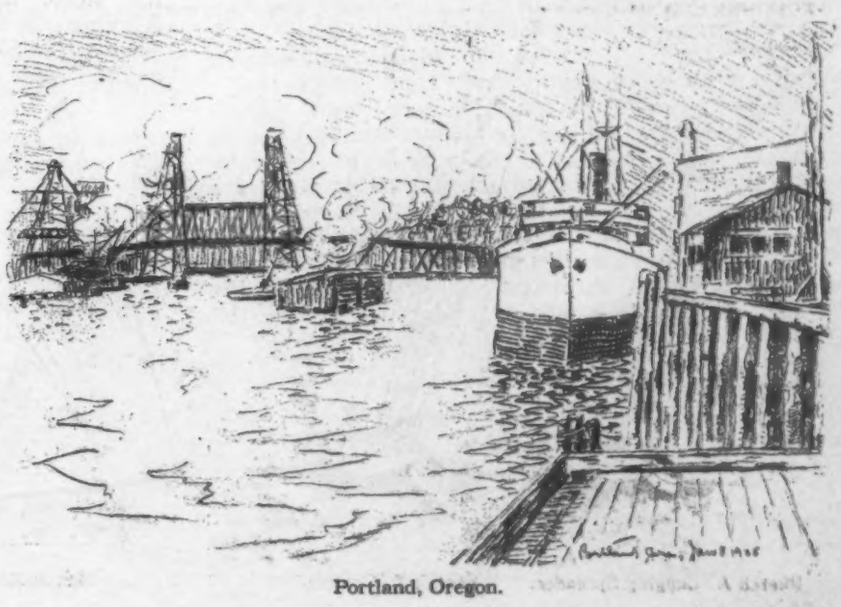
A little bit of Block Island is indicated by these two modern type boats, that is, combination sail-and-motor fishing boats, tied to the dock, with the characteristic rocks of Block Island in the background. The indefinable air of alertness about these craft suggests their readiness to put out onto the open Atlantic on a swordfishing or trawling trip, or to bring home the great green turtles or sharks which are commonplaces in the life of Block Island.

As the very tip end of the land's very tip, Provincetown seems lightly to half encircle her harbor, and this bit of shoreland with the strip of breakwater is her frail defense against the open ocean, which sometimes piles high at Land's End.

One feels here a narrower harbor where boats must pass each other at close range. The lifted bridge, the docks, the buildings, must mean nearby people. Across the continent, on the Pacific side, the Willamette River brings the traffic of the sea into the heart of Portland's business district. Freighters from Holland, China, Japan, England, and other countries may be seen any day as one passes over the bridges of Oregon's chief city, while her own great cargoes of flour, wool, apples, lumber and salmon are constantly being loaded for distant ports.

DRAWINGS BY DAVID MOFFAT MYERS

CAPTIONS BY JENNETTE K. MYERS



Portland, Oregon.

Look to Your Spars and Rigging!

Some Faults Frequently Seen on Cruising Craft, and How to Remedy Them

By Samuel Wetherill

As "Long Island Bill" Swan pointed out not long ago in his series of articles entitled "Nautical Nuggets," the lack of observation on the part of skippers of racing craft is frequently the cause of many mediocre showings. But if observation is an essential to the racing skipper, how about the man who owns and uses a cruising craft?

Your racing man, if he sticks to the game for any length of time, gradually learns of his faults through association with more successful skippers. He gradually acquires, through painful experience, that power of observation which is so essential to success. But your cruising man, dawdling lazily along, with no competition to spur him on, goes smilingly on his way, year after year, totally unconscious of the fact that the trained observer can spot half a dozen things wrong with his boat, of which the complacent owner is blissfully ignorant.

So, in this article, I am going to point out a few of the things which I have actually seen on cruising yachts during the past few seasons, in the hope that my remarks will cause a few of the erring skippers to stop, look, and listen, and check up on their craft when they go into commission this year.

The most common fault seen on cruising boats is — sagging spreaders. Originally perpendicular to the mast — as they should be — they gradually slide down the stays until they droop like a bird with a broken wing — see Sketch A — and naturally are not doing the work for which they were intended. It is not easy to spot sagging spreaders when aboard the offending craft. But get into a tender, row a short distance forward or aft, and the sag is instantly apparent. The remedy is, naturally, to push the spreaders up where they belong, and securely seize them to the shrouds at the desired point.

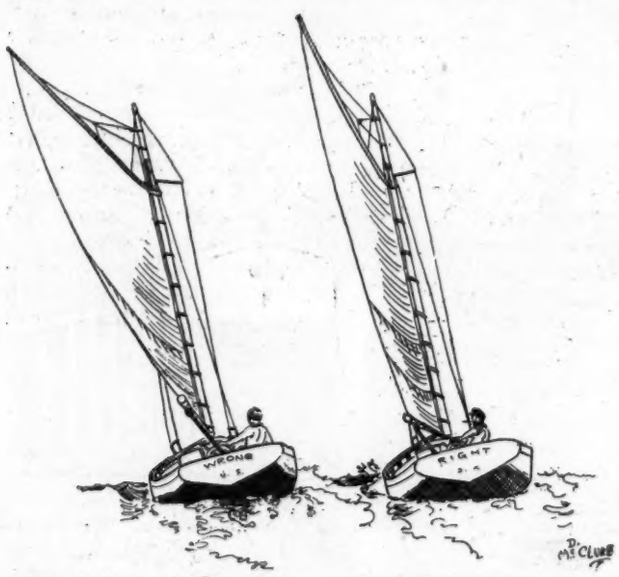
Spreaders are often either too short or too long — the fault of the designer. If too short, they may, if the mast is a bit "whippy," allow the head of the mast to sag off (which in turn lets the peak sag off to leeward), spoil the set of the sail, and ruin the boat's performance to windward. While spreaders are seldom too long, I *have* seen spreaders with this fault, and when the shrouds are taken up taut, and the boat sailed to windward in a stiff breeze the head of the mast will actually buckle to windward. The remedy in either of the above cases should be obvious — if spreaders are too short, get longer ones; if too long, cut them off, or get new ones.

Right here is a good place to point out that few people suspect a spar — whether mast, boom, or gaff — of buckling, because they don't look at it from the right angle. You must *look along* any spar, from one end to the other — like sighting a rifle — to spot buckling. To look for a mast buckle, lie down on deck with your head close to the mast, and look aloft. For the boom, squint along it from the inboard end at the gooseneck. For the gaff, go forward on deck until you can look right along it. Do these "spotting tricks" next time you go sailing, when you're trimmed down for windward work in a good breeze — you're apt to see some snakelike curves in your spars which you never before suspected.

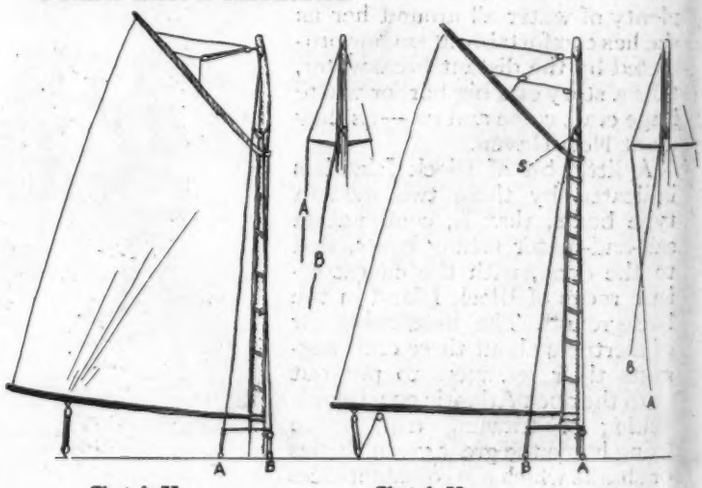
Last summer I saw a ketch whose mizzen standing rigging was led all wrong — as in Sketch X — with the result that the combined pull of the peak blocks, plus the thrust of the gaff jaws, resulted in a fearful buckle in the mast. This rigging should have led as in Sketch Y, so that shroud A supported the mast both from sideways strain and pull aft of the peak blocks, and shroud B acted as a backstay, besides helping to support the mast at S against the forward thrust of the gaff jaws. Probably this rig was designed correctly, but installed wrong by the builder, and went unnoticed by the unobserving owner. A mere transposing of the shrouds was all that was necessary to put things to rights.

I found the same identical fault in the mizzen of a yawl owned by a friend of mine. The mast had a decided buckle when the sail was sheeted in for windward work. By transposing the shrouds in the chain plates the mast was made to stand perfectly straight.

Although their shrouds and spreaders may be properly designed and rigged, many masts show a bad tendency to buckle aft at the head, resulting from the head of the mast being pulled aft by the strain of the peak halliard, and the forward thrust of the gaff a short distance below, the "hook" appearing where the gaff gets in its thrust. A spring stay with a strut on the forward side of the mast, as shown in Sketch B, is usually the best remedy, unless a stiffer mast is substituted.

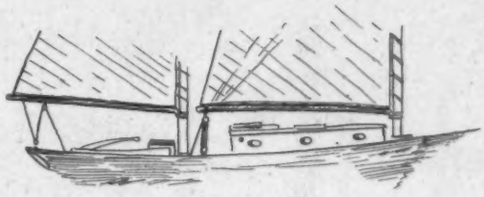


Sketch A. Sagging Spreader. Sketch Z. Correct.

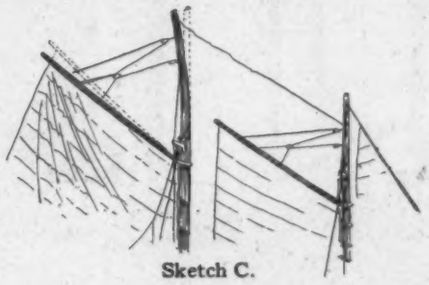


Sketch X. Sketch Y.

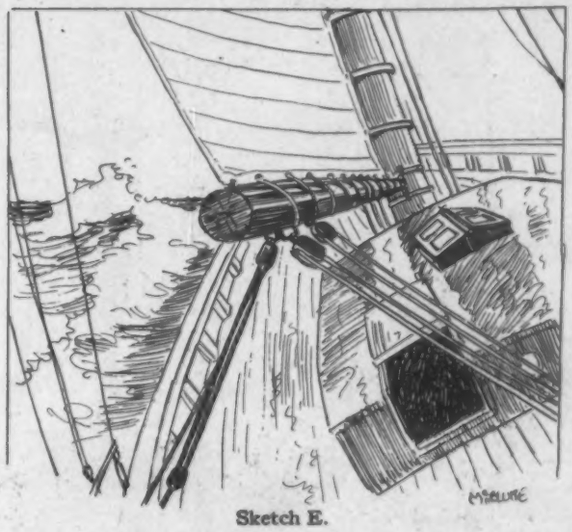
Sketch B.



Sketch D.



Sketch C.



Sketch E.

The spring stay between the foremast and the mainmast of a schooner does much the same work for the schooner's mainmast as the headstay does on the mast of a sloop. If it is too long, the head of the mast has little or no support, and buckles aft, for the same reasons mentioned previously. Two years ago I saw a schooner whose mainmast had acquired a permanent "hook" on account of her spring stay being too long — she had been sailed some three seasons by a blissfully ignorant owner, who will undoubtedly wake up some day — and get a new mast. Sketch C illustrates this.

Many a ketch and yawl goes about her business with a badly buckling main boom. In fact, the booms break short off occasionally, as in the case of the ketch *Sea Call* in the 1923 Bermuda Race. This buckling is caused by the down-pull of the mainsheet, which is concentrated on the end of the boom, it usually being impracticable to rig bridles, to spread the strain, on the main boom of a ketch. The only remedy is to get a heavier and stiffer boom. Oregon pine, or Douglas fir, is far stiffer than spruce, and therefore preferable for this purpose. See sketch D.

The direct reverse is frequently seen on fishing schooners, and on a few "fisherman type" schooner yachts. The mainsheet blocks are all in one place, resulting in a bad buckle at this spot — and a hard streak in the sail. The remedy in this case is to spread the blocks, thus distributing the strain on the boom, or to rig bridles, which accomplishes the same purpose.

The same varieties of buckling are often seen in jib clubs as are found in main booms. The causes and remedies are the same. See Sketches L, M, L-1, M-1.

Many two-masted cruising craft — schooners, ketches and yawls — have improper sheet leads on deck, the usual fault being that travelers are too short — or perhaps there is no traveler at all. This results in two very bad faults: (1) the boom is trimmed *in*, but not *down* — the gaff sags out, resulting in a big "twist" in the sail and consequent loss of efficiency; and (2) in the case of a mainsail on a yawl or ketch, or the foresail on a schooner, the boom is sheeted inboard too far, in order to get the gaff fairly well inboard, consequently the lower part of the sail backwinds the sail behind it.

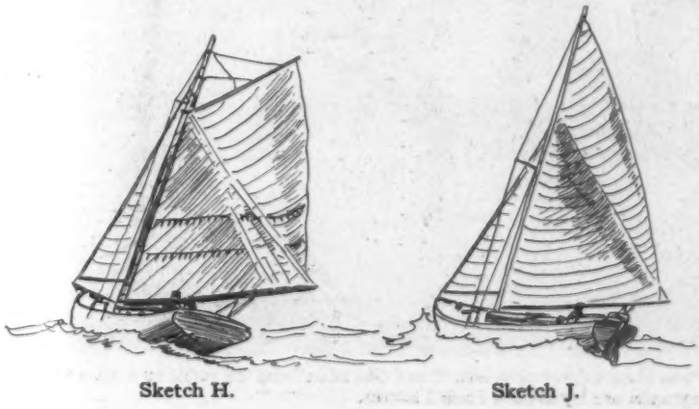
Look at Sketch A. There is no traveler for the main sheet blocks, and the sail has the faults mentioned above. Now look at Sketch Z. By the use of a traveler of the proper width, the boom is pulled *down*, but not so far inboard; and as the after leach is tightened by the down-pull, the gaff comes in, and the "twist" of the sail is very much lessened, and the sail as a whole made very much more effective.

On some racing schooners, when going to windward, a special tackle is rigged to pull the foreboom down and out. The effect will be seen by referring to Sketch E.

While only gaff-headed sails have been referred to so far, the same faults and remedies apply to Marconi, or jib-headed sails. The upper part of a narrow jib-headed sail has a very bad habit of falling off, just as a gaff-header does. A broader traveler is a great help in remedying this defect. Deck leads of jib sheets which are too far inboard are sure to result in a big "twist" in the jib, and in backwinding the mainsail. Placing the leads further outboard is the proper remedy.

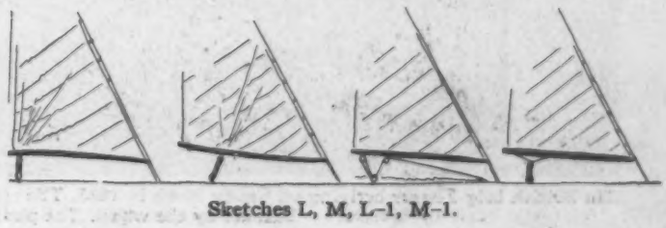
Although it may have nothing to do with improper rigging, I am going to cover two more points — faults all too common among careless or incompetent sailors. And they are (1) the sagging peak, and (2) its cousin, the taut topping lift. When the sail is hoisted properly, it will set properly — but not unless it is "peaked up" where it belongs. The result of failure to properly set up the peak halliard is seen in Sketch H — the peak of the sail falls off abominably, and there is a hard spot in the sail from throat to clew. A boat will never sail to wind-

(*Continued on page 100*)



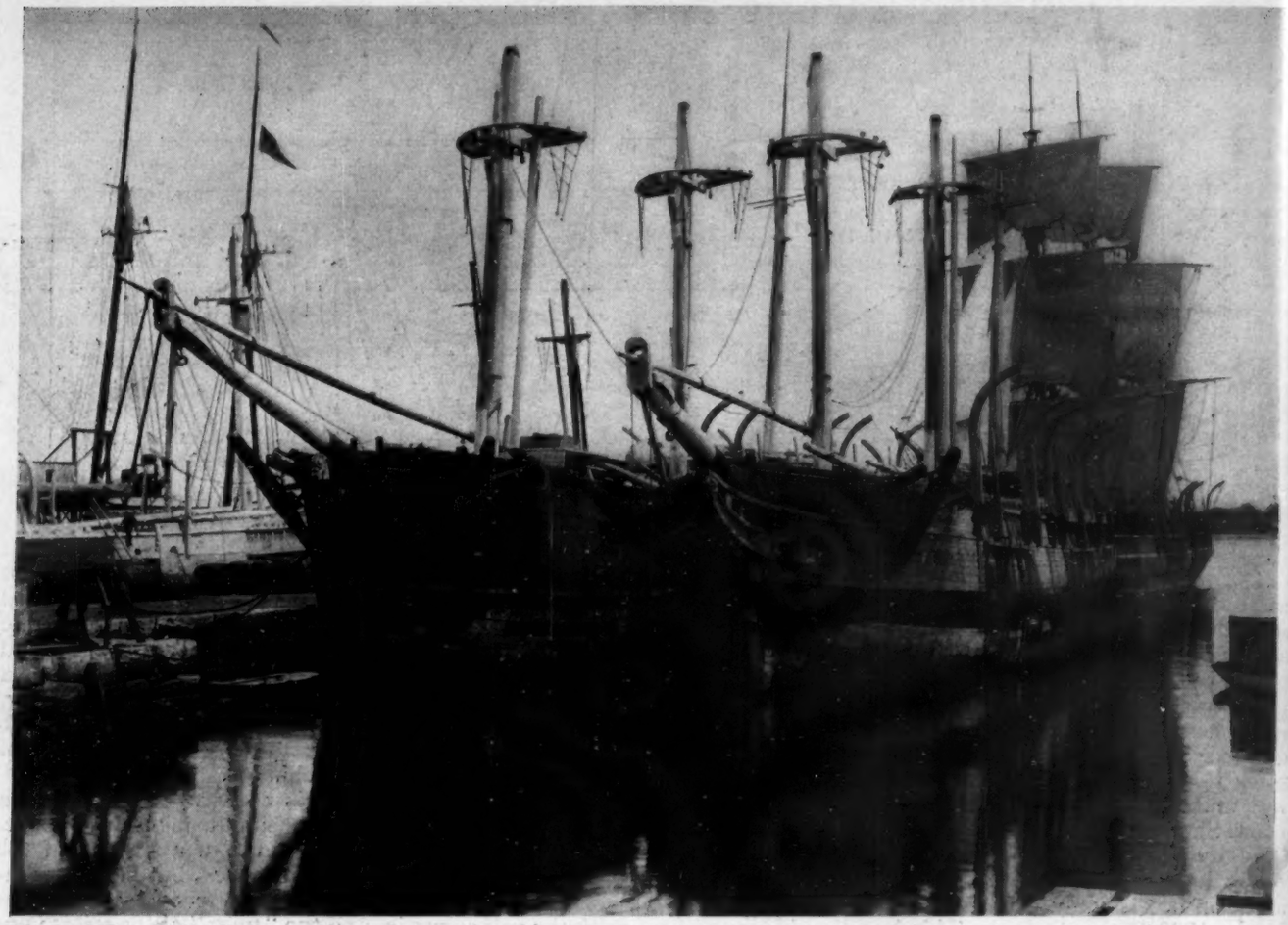
Sketch H.

Sketch J.

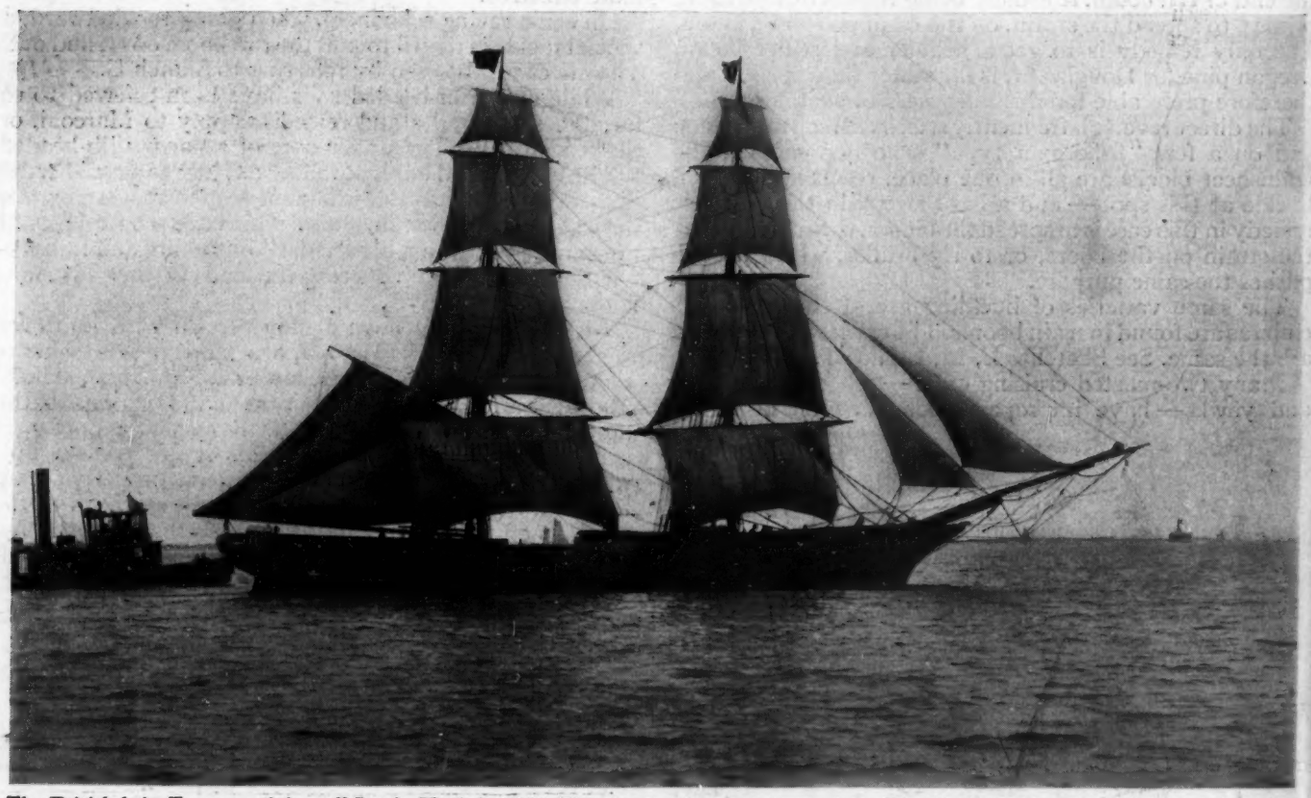


Sketches L, M, L-1, M-1.

The Vanished Fleet



Many of New Bedford's large whaling fleet rotted at the wharves until they were broken up. This picture, taken in 1888, shows the *Rousseau* (next to the wharf), which was built in 1802 as a Western Ocean packet, afterwards becoming a whaler, and the *Desdemona*.



The British brig *Teaser* arriving off Sandy Hook in 1883. The rig was then nearly obsolete. The "Old Man" can be seen, in a stovepipe hat, aft by the wheel. The photographs are by Edwin Hale Lincoln.

The Staysail Rig and a Staysail Brig on the Great Lakes

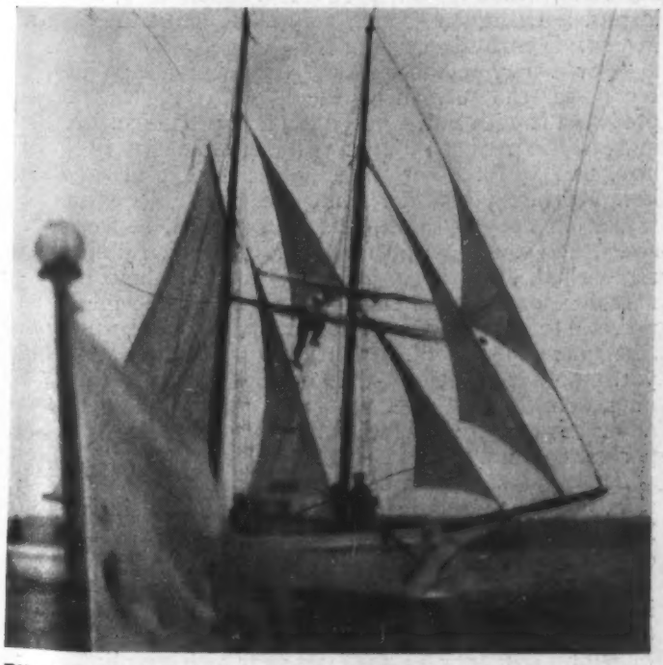
By C. H. J. Snider

THE first glimpse of the staysail rig on Lake Ontario was at Henderson Harbor, N. Y., in the Lake Yacht Racing Association meet there, in August, 1926.

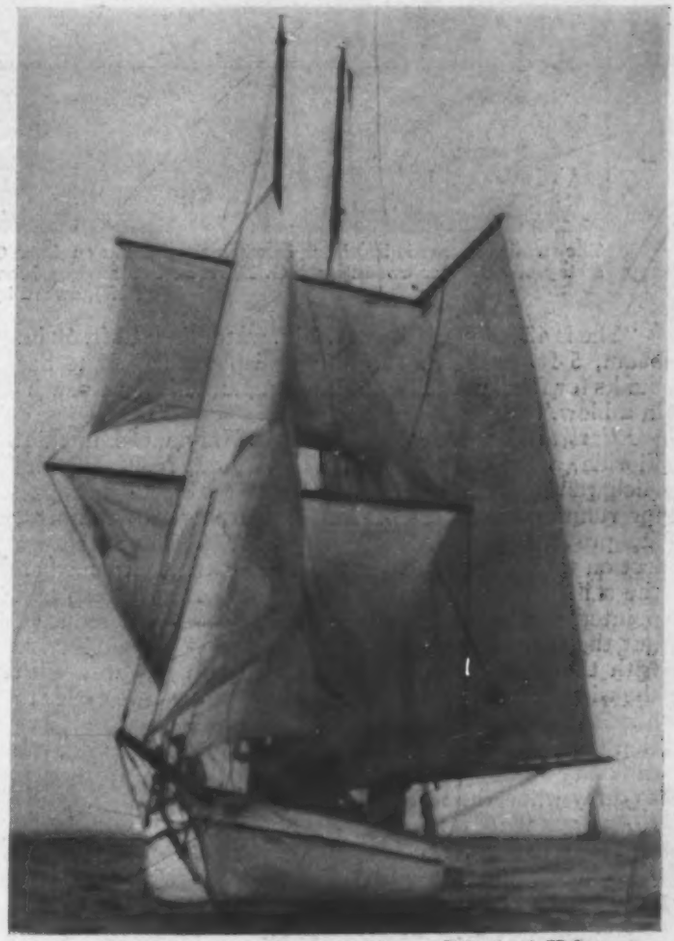
A white-hulled craft that was neither long nor low, but decidedly rakish, rounded Six Town Point and opened up the bay. At first sight she seemed nothing but jibs — and spreaders. One, two, three, four, five triangles of brand-new canvas poked themselves into view past the tree-tops, and then a fore-and-aft mainsail. And slashing across the outfit a pair of wide cross-arms which seemed to be just an exaggeration of the double spreaders the later R-boats had introduced! Here was mystery. Off sped Wm. Wallbridge, of Watertown, N. Y., in his gallant power boat *MaryL* (that's the way it's spelt) to investigate.

The double spreaders resolved themselves, on close approach, into two yards on the foremast, braced fore and aft. The triangles of canvas retained their identity — a jibtopsail, jib, and forestaysail forward of the foremast; between foremast and mainmast a mainstaysail with a boom on the foot of it, and a maintopmast staysail above it. The foremast itself was bare of canvas. But as the power boat ranged alongside the protagonist of the staysail rig had weathered the shoal off the point sufficiently to up-helm, ease sheets, and square away for the anchorage.

Then unfolded further surprises. A boy went up the spider-web of ratlines on the foremast and pulled a few strings, and a square foresail and square topsail dropped like a pair of creamy curtains from the two yards. The topsail yard rose, with a rhythmic pull from below, until the foremast was clothed with two quadrilaterals of sail-cloth, and the multiple-jibber had vanished into what Skipper Wallbridge, with a power boat man's aptitude for short-cuts, described as a staysail brig.



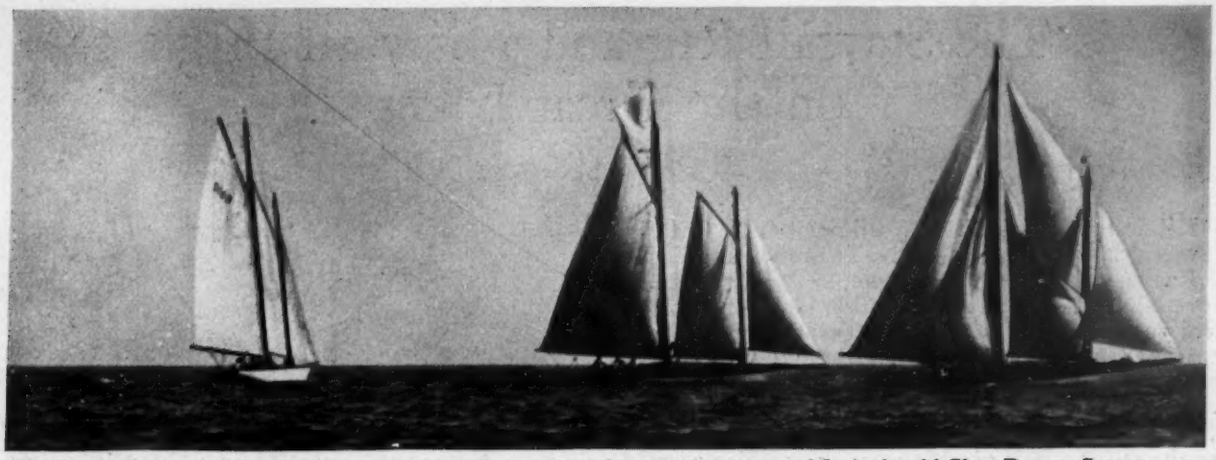
Elizabeth K. **works to windward under mainsail, jibs and staysails, with her square canvas furled.**



Off the wind, with square sails sheeted home, *Elizabeth K.* becomes a brigantine, though only 42 feet in length.

The stranger proved to be (as deep-sea stories always say) the *Elizabeth K.*, of Syracuse, N. Y., schooner yacht or brigantine, according to which way the wind blew, owned by Mr. Matthew H. Knapp, of Syracuse, on a cruise under command of Capt. H. M. White of Henderson, N. Y. She was a husky-hulled craft of 16 tons displacement, on the lines of Capt. Joshua Slocum's famous world-girdler *Spray*. Syracuse, N. Y., is not the first place one would seek as the hailing port for a sailing yacht, either for fresh water or salt, but that was not the half of *Elizabeth K.'s* peculiarities. She had been designed in Florida, built at Tonawanda on the Erie canal, was cruising on Lake Ontario, and had ambitions for the Gulf of Mexico and southern waters; ambitions which, with her auxiliary power, her shoal draught, her sturdy construction and her adaptable rig, should not be difficult to realize.

"To begin with," said Mr. Knapp, "*Elizabeth K.* was Jack Hanna's idea of how the famous *Spray* could be bettered. That is as far as the hull goes. The rig is partly my own fault. Hanna worked out a fine system of handling the sails, but the spar-makers and riggers forgot to look at his plans so at present we have to handle the square sails the same as if she was a thousand ton ship.



The small schooner is becoming increasingly popular on Lake Ontario. At extreme right is the old Class P racer *Seneca*, now a staysail schooner owned by J. G. Morrow; Commodore Montye Macrae's *Anitra* (center), and an old friend, the *Zoraya* (left), owned by W. Murphy.

"She is 42 ft. over all, 32 ft. 2 in. water line, 12 ft. 10 in. beam, 5 ft. draught, 15.91 tons displacement. She has bunks for four and all kinds of room, and is 'some peach' in a blow."

Elizabeth K. was designed by J. G. Hanna, of Dunedin, Florida, and built at North Tonawanda, N. Y., by the Richardson Boat Co. Her "interchangeable" rig, square for running and fore-and-aft for working to windward, has proved practical. There is, of course, some windage lost on the foresail and foretopsail and their yards, when the sails are furled and the yards braced up sharp and pointed to windward, and the total sail area is reduced, but the range of jibs and staysails proves quite effective with the mainsail in taking her out to windward. With the wind fair the square sails on the foremast are easier to handle than a spinnaker and gaff foresail. The combination gets over the main objection to the staysail rig, the difficulty in getting anything forward of the mainmast to draw when the wind gets abaft the quarter.

And yet there is nothing new under the sun. Old timers on the Great Lakes tell me of the brigantines and barkentines which used to mingle with the great fleet of lake schooners, a thousand strong, which carried the commerce of the days before railways. One of these, the brigantine *Sea Gull*, went from Toronto to South Africa. Another, the brigantine *Mayflower*, could not have been very much larger than the *Elizabeth K.* They put square sails on very small craft on the lakes, in the early days. I myself have seen the schooner *Ann Brown*, originally a fur trader. She was just 36 feet over all. But she had a square topsail and a square topgallant sail. The old timber droghers on the lakes liked the barkentine rig, because the absence of the foreboom permitted a circular track between the foremast and the mainmast, and here a team of horses would work the wooden capstan used in heaving in the sticks of square timber. These old time square riggers on the lakes carried staysails between the spars, but they did not furl their square sails when they tried to beat to windward. They braced up as sharp as they could and slogged away at it, although some of them could not get closer than within six points of the wind.

Great Lakes yachtsmen can never be charged with lack of enterprise, and their ranks always provide scientific enthusiasts ready to "try anything once." No sooner had the first pictures of *Advance* appeared last year than lake sailors began to discuss the advantages and disadvantages of the staysail rig for schooners, and by 1926 the rig was being tried out in practical form on Lake Ontario.

Elizabeth K.'s experiment with it for cruising purposes is not the first or only example. The first racing yachtsman to make the venture was J. G. Morrow, of the Royal Hamilton Yacht Club, of Hamilton, Ont. Mr. Morrow is the owner of the very first of the P-boats, the N. G. Herreshoff-designed *Seneca*, which created a sensation by her brilliant victory in the Canada's Cup contest of 1907. When Mr. Morrow bought *Seneca* in 1925 she was sound as a bell, but her racing days as a Class P sloop were over, for she had been outbuilt by the more modern boats. So he raised her freeboard, carried out her ends, gave her a new deck with two small cabin trunks and a very attractive spring in place of her severely straight sheerline, and rerigged her as a schooner. She had a gaff foresail, jib-headed mainsail, and single headsail. The alteration improved her appearance very much and she was pronounced one of the finest fast cruisers Lake Ontario had seen.

For 1926 Mr. Morrow went the whole distance and rerigged *Seneca* again as a staysail schooner, with a main staysail on a boom between the masts, with a short luff of five or six feet traveling on a track on the after side of the foremast, and a maintopmast staysail above it, also with the luff on a foremast track. To reduce sail the maintopmast sail, which is four-sided like a fisherman's, is taken in and a triangular Queen staysail is substituted. Mr. Morrow is enthusiastic over the change.

"For a narrow-hulled sharp vessel, of *Seneca's* type, I consider the staysail rig ideal," said he, "and I approached it with much misgiving and prejudice. I cruise in *Seneca* in perfect comfort with a crew consisting of one boy, and we have not the slightest trouble in handling her. For heavy weather what can be simpler than our trysail on the mainmast, the main staysail between the spars, and a spitfire jib forward? Entirely a jib-headed rig, with all problems of jibing eliminated. I have a fondness for loose-footed sails, and I believe it might be possible to improve the rig by eliminating the boom from *Seneca's* main staysail. Of that, however, I am not certain yet. I do not find that she is much handicapped in running, as compared with the gaff foresail. Whatever disadvantages there are are offset, to my mind, by the perfect combination of sails for windward work."

Seneca has sailed remarkably well since her transformation, but it has been in mixed company, and she has not had the advantage of comparison with another schooner of exactly her own size and gaff rigged.

General adoption of the staysail rig on the lakes is not in immediate prospect. Rear Commodore Norman Gooderham, of the Royal Canadian Yacht Club, rerigged his schooner *Yolanda* last year with a replica of her

(*Continued on page 90*)

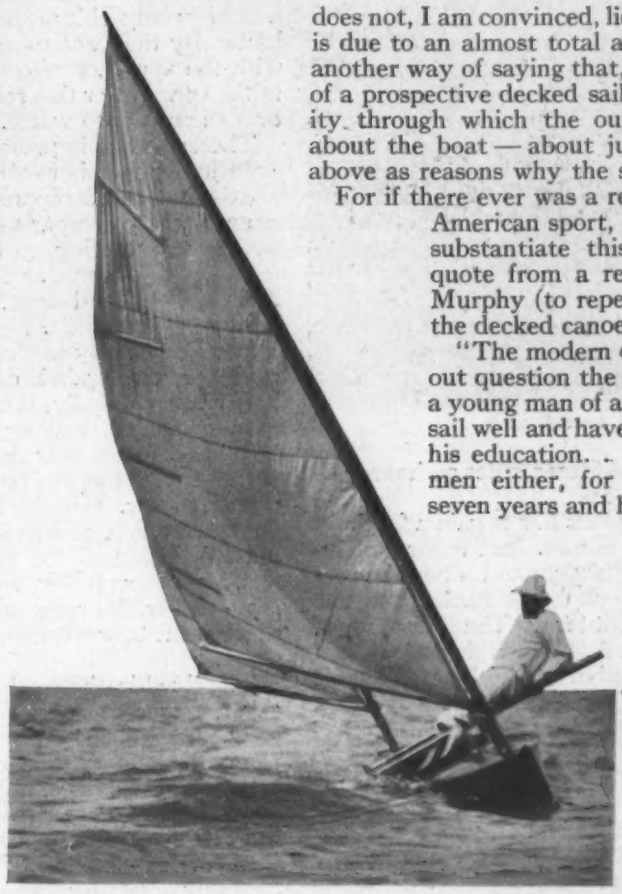
The Decked Canoe Enters Yachting Circles

Sporting Little Craft Promises a Strong "Come Back" — Nine Boats Ordered for Seawanhaka Yacht Club, and Island Canoe Club Takes Its Place in Long Island Sound Racing

By LEROY WILLIAM HUTCHINS

THE decked sailing canoe has been going the way of the dodo these many years. That it hasn't become entirely extinct, known to younger generations only through tales of its builders and sailors of twenty or thirty years ago, has been due to the long life of the boat itself — and to about a half-dozen enthusiasts. To have published this statement before would, I dare say, have invited the enmity of said half-dozen; to do so now is permissible, even necessary, in order to show the importance to the sport of the recent happenings.

Those who have known canoe sailing and racing, both as participants and as appreciators of a beautiful sporting event, have wondered why, year after year, the sport has lost ground. Various reasons have been advanced: The cost of boat, spars and sails, approximately five hundred dollars today; the finding of a qualified builder, not by any means impossible, but difficult because of lack of demand; the supposed need of ideal sailing conditions — steady winds on open stretches, with land not too distant; the "single blessedness" of the decked racing machine, an argument of those who favor the seventeen- and eighteen-footers with proportionately greater beam and depth and consequent carrying capacity. These and other like considerations have probably helped to keep a good sport down, but the big reason does not, I am convinced, lie in the sport at all. Instead it is due to an almost total absence of publicity, which is another way of saying that, aside from firing the interest of a prospective decked sailor, there has been no publicity through which the outsider could learn the truth about the boat — about just such points as are given above as reasons why the sport has not grown.



Under racing rig. C. R. Boodle, of Chicago, sailing a decked canoe on Lake Michigan.

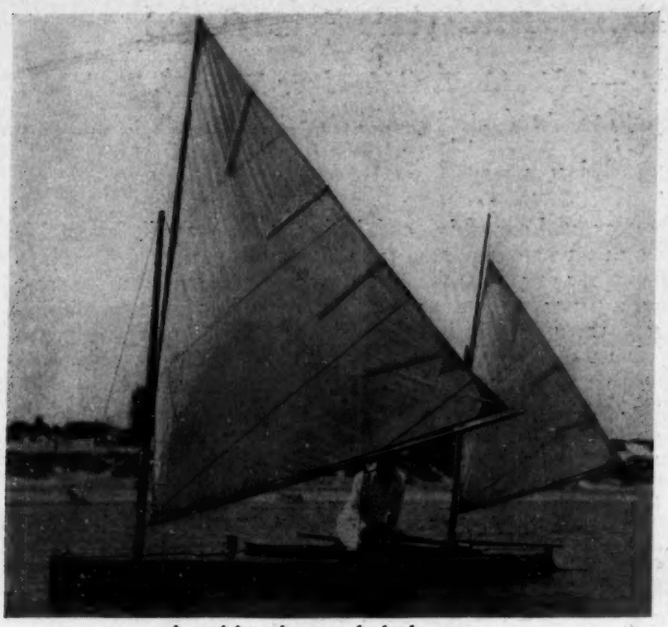
For if there ever was a real sport, particularly a virile American sport, it is decked canoe sailing. To substantiate this I cannot do better than quote from a recent letter from H. Dudley Murphy (to repeat myself), the god-father of the decked canoe:

"The modern decked sailing canoe is without question the sailing craft *par excellence* for a young man of activity who wants to learn to sail well and have many thrills in the course of his education. . . . It isn't limited to young men either, for I've been sailing for forty-seven years and hope to celebrate my sixtieth birthday next summer on the end of a sliding seat in an A. C. A. race. . . . There is probably no sport except flying that has such keen excitement. It has all the excitement of danger and is practically safe. The sailing canoe is unsinkable, even after many upsets, can always be righted and sailed home, and if the crew should fall overboard will never drift away from the skipper.

"Sailing a race in a strong breeze is as strenuous as a hard set of tennis, and exercises every muscle of the body and faculty of the mind. There is no sailing craft in which the skipper is such an important factor or in which he has such complete control of the boat. There is no craft capable of greater subtleties of fine sailing. The canoe will point as high as any fine forty-footer and in smooth inland water sail as fast on the wind as any of the large boats.

Racing canoes at the A. C. A. meet at Lake George last summer.

Easing her way along with the luffs lifting.



A cruising rig on a decked canoe.

It has often reached the rate of fifteen miles an hour with a strong beam wind and little sea."

Such is the sport which now bids fair to gain a foothold and new life on Long Island Sound. And reports of increasing activity come from Chicago, and a boat has recently been sent from New York to the Pacific Coast to serve as a model and to arouse interest. The formation of a Pacific Coast Division of the A. C. A. is an ambition of William A. Bartholomae, member of the Inwood Canoe Club of New York, but long a resident of Los Angeles. His visit to last summer's regatta at Lake George has evidently revived this desire, for the decked boat went to him.

The admission of the Island Canoe Club to membership in the Yacht Racing Association of Long Island Sound surprised even those who filed the application. But why shouldn't this tidy little sailboat be accepted as a class in a yacht racing association? Evidently the membership committee of this Association could see no reason, and it's safe to predict that the sailing men of the Island Club will see to it that no reason will arise this coming season. Led by their commodore, Rudolph Pfeiffer, they staged several remarkably successful regattas last season and are already under way with much more ambitious plans for the coming.

The report that nine decked canoes had been ordered from new designs by Starling Burgess came as a complete surprise to canoeists. Until Mr. Paul Hammond tells them, they will probably continue to wonder why the Seawanhaka Yacht Club of Oyster Bay suddenly adopted the canoe as the latest addition to its fleet. These little boats are being built by Victor Slocum, a son of Captain Joshua Slocum, and are for the following: Paul Hammond; Louis McCagg; C. F. (Bubbles) Havemeyer; W. A. W. Stewart; J. T. Pratt, Jr.; A. B. Weeks, Jr.; C. Sherman Hoyt.

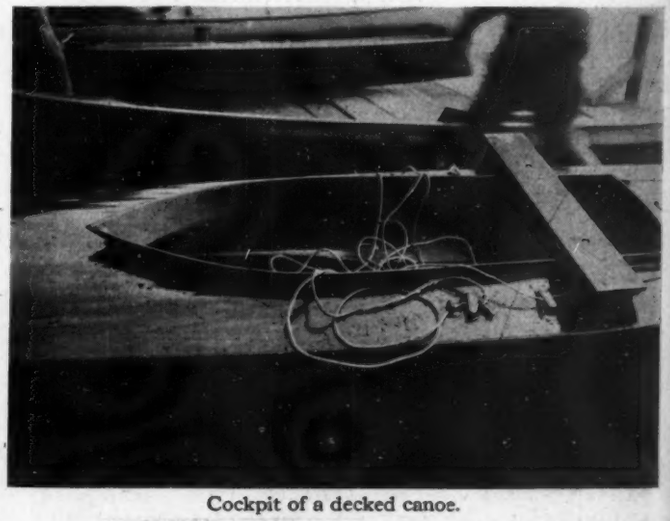
Just how successful the decked canoe will be as an associate of larger craft only experience will show. While it has certain distinct advantages, it also has equally decided disadvantages. For one thing, and this is a cause for thoughtful consideration in inter-club regattas, the decked canoe is not suited to long jaunts to and from races. True, it's safe; also, it is capable of long cruises in difficult waters. But to expect a man to sail miles to a race, perhaps balanced on the end of a sliding seat and soaked by rain or spray, or a chance ducking, then sail a race and return the way he came, is too much. A simple solution, yet certain to be inconvenient or impossible at times, is to have the canoes towed or carried to and from the course by power boats.

One pronounced advantage of the sailing canoe over all other sailing craft is its extreme portability *out of water*. It may be easily pulled out on a dock, aboard a larger boat, or onto a beach. It doesn't require anchorage off-shore and a dinghy; only a bit of space, preferably a rack, in the boathouse. By the same token, there is no heavy hauling-out with the approach of cold weather or putting overboard in the spring. For this reason there is canoe sailing whenever there is open water.

The decked sailing canoe is an ideal craft for the younger, even junior members of a yacht club. The initial cost is relatively small compared to sailboats, and the up-keep is nothing by comparison. Space in the boathouse may range from nothing up to forty dollars a year, the top price in canoe houses. Re-finishing cannot cost much even if the job is hired done, as the surface is small and the craft easily handled. New suits of sails are not needed often, particularly as their small area makes them easily cared for, and, again because of size, they are less than for larger boats. Finally, the life of a well-built decked canoe is interminable, making it possible to sell as "good as new" at a figure near the new purchase price.

But cost is not the only reason for adopting a sailing canoe, as Mr. Murphy has made clear in the statement quoted. It is a particularly sensitive little craft which must be sailed all the time and in which the sailor can feel, must learn to feel and anticipate, each eddy and flaw. Also, as Mr. Murphy and a few other old hands on the sliding seat bear witness, it is not suited to the youngster alone.

The dyed-in-the-wool sailor, one who would be caretaker, rigger and ship carpenter as well as captain and crew, finds full latitude for his desires in the decked sailing canoe. He may, at odd times and without over-working, re-finish, splice lines, adjust sails — fuss and experiment to his heart's content. And always, providing his boat is built like the few famous old boats now in use, he may have the satisfaction of knowing that he is working on "a thing of beauty" and a possible winner. Which brings us to a mention of design.



Cockpit of a decked canoe.

A canoe that is well designed, that has fast lines, undoubtedly has an advantage in a race over a less perfect craft, but a study of the performances of several of the old boats shows that design is slight compared to other

(*Continued on page 100*)

Henderson Harbor, where the Lake Yacht Racing Association met in 1926.

Lake Ontario to Have a Busy Season

The Outlook Bright for Increased Activity and Keen Racing

By DAVID F. LANE

WITH all sail set and decks cleared for action, Lake Ontario yachtsmen are standing by awaiting the eventualities of the 1927 season. Just at present all eyes are turned to the Rochester Yacht Club, of Rochester, N. Y., which is bringing into its fleet at the upper end of the lake a new 20-rater designed by John G. Alden and under construction at the shops of George Lawley & Son, Boston. This new craft will be the property of William P. Barrows, one of the most enthusiastic yachtsmen on Lake Ontario, whose orders were to produce a Class R yacht capable of winning the class championship for the lake for the Rochester Yacht Club.

Upon this 20-rater the Rochester men are pinning a hope that they may retrieve their defeats of last year and bring home the bacon in the shape of the George Cup, emblematic of the Class R championship of the lake, and the international Class R Lipton Challenge Cup, offered for the first time in 1925 when it was won by the *Valerie*, of the Crescent Yacht Club. The bone of contention was gnawed so considerably over these mugs in 1926 that yachtsmen of Lake Ontario are hoping, figuratively speaking, for tranquil waters this year.

There is every indication that the Rochester boat is the only new "R" to be added to the fleets on either side of Lake Ontario this year. The Crescent Yacht Club of Watertown, N. Y., is satisfied with its present fleet of 20-raters. It will enter the fray with the *Kathea II*, which it hopes will not be protested again, as she was last year, and which Commodore Robert F. Hart, her skipper, J. Wyatt Uhlein, and her owner, J. Reginald Stebbins, believe is good enough to lash a broom to her masthead when the races of the year are finished.

The sale of the *Valerie*, one of the best R's that has ever come onto Lake Ontario, by former Commodore Edward S. Lansing, of the Crescent Yacht Club, to Henry S. Richardson, prominent yachtsman of the Kingston Yacht Club, of Kingston, Ont., now makes it certain that the K. Y. C. will be a serious challenger for both the George Cup and the Lipton Cup, this year. She will be delivered to her new owner some time early in May, and taken to Kingston, where she will be put into racing trim for the two major events of the season on Lake Ontario.

Under the skillful handling of Commodore Lansing, *Valerie* led her 14 competitors for the Lipton Class R Challenge Cup in the R series of the Lake Yacht Racing Association regatta at Henderson Harbor last August, with 37 points to her credit, but lost the cup because of non-conformity at that time with keel size requirements. The *Eleanor*, of the Royal Canadian Yacht Club, Toronto, was second in that event with 36 points. In 1925, her first year on fresh water, *Valerie* took both the George and Lipton Cups. *Valerie* was designed by Burgess, Swasey & Paine of Boston, and was built by Graves for W. L. Bowden, of the Corinthian Yacht Club, Marblehead, Mass., in 1924.

The Royal Canadian Yacht Club, of Toronto, will again depend largely upon the *Eleanor*, Great Lakes "R" champion of 1926, designed by T. B. F. Benson, and the *Acadia* also of 1926 vintage, designed by W. J. Roue of Halifax. No word has been received that the Queen City Yacht Club of Toronto, the Royal Hamilton Yacht Club of Hamilton, Ontario, the Bay of Quinte Yacht Club, or the Toronto Canoe Club are to appear with anything new or formidable in this popular class. The Buffalo Canoe Club will probably again enter the *Spry*, of Norwegian birth, but the Crescent Y. C., the Rochester Y. C., and the Royal Canadian Y. C. are expected to be the main competitors for these two highly prized trophies.

It will be remembered that the Lipton Cup races, held in connection with the L. Y. R. A. regatta at Henderson Harbor, brought together one of the largest fleets of R's in 1926 that has been assembled in American waters. Fifteen of these craft were in the contest, of which six were from the Royal Canadian Yacht Club of Toronto, five from the Rochester Yacht Club, three from the Crescent Yacht Club of Watertown and one from the Buffalo Canoe Club.

They were the *Eleanor*, *Acadia*, *Nayada*, *Lillian E.*, *Vivia*, *Nirwana*, *Momiji*, *Rogue*, *Safara*, *Mybar*, *Kathea II*, *Valerie*, *Huskie*, and *Spry*, counting them off by clubs in the order named.

Yachtsmen from all parts of Lake Ontario at the Lake Yacht Racing Association regatta last year were agreed that it was one of the most successful meets ever held on the lake, due principally to the splendid racing waters just outside the bay, and to the good anchorage inside. This caused considerable sentiment among yachtsmen at the upper end of the lake in favor of holding the George Cup races at Henderson Harbor this year, but it has already been determined that they will be at Chaumont.

Dates for Lake Ontario's two outstanding events, the George Cup races and the L. Y. R. A. regatta, are almost identical with those of 1926. The George Cup races at Chaumont will occur July 27th, 28th and 29th, and if an additional day is necessary in which to sail off a tie, Saturday, July 30th, will be included.

However, on the latter date it is planned to have most of the sailing craft in the fleets of all of the clubs of the L. Y. R. A. that expect to participate in the regatta, start for Coburg, Ont., whence they will get away Monday, August 1st, on the Freeman Cup handicap cruising race to Kingston, Ont., offering a sailing course of 95 statute miles. With favorable weather they should cross the finish line in Kingston Harbor some time in the afternoon of Tuesday, there to be assigned anchorage and given plenty of time in which to get their craft in condition for the regatta, August 4th, 5th and 6th.

While the 20-raters are the most popular of any class on Ontario, Commodore Hart of the Crescent Yacht Club is much interested in the organization of a fleet of Stars on the lake, feeling that it would still further help to boost the sport on the Great Lakes. Accordingly, he is in correspondence with President G. W. Elder, Vice-President Prentice E. Edrington and Secretary T. D. Parkman of the International Star Class Yacht Racing Association. There is now no Star fleet on the lake, although there is one old Star at Sodus Bay, New York, remnant of a small but never very active fleet of bygone days. Prospects are bright for starting a new and virile fleet of these little sloops, and by another year it is hoped that there will be enough of them that Lake Ontario will be represented in the International Star Championship races, and possibly in the winter races at Cuba in 1928. Members of the Crescent Yacht Club are as enthusiastic as Commodore Hart and are giving him their unanimous support in the matter. Establishment of a Star fleet by the C. Y. C. will undoubtedly cause other clubs in the L. Y. R. A. to purchase these boats.

In the meantime things look favorable to the organization of a new yacht club at the lower end of Lake Ontario on the New York State side. Since the L. Y. R. A. regatta of last year the people of Henderson Harbor, a small but wealthy summer resort, have been greatly enthused over the idea of having a yacht club there. First they offered inducements to the Crescent Yacht Club to move its headquarters from Chaumont, but it was found that this was impracticable and could not be seriously entertained by the C. Y. C., notwithstanding that Henderson Harbor afforded much more satisfactory racing courses. They then took up plans for organizing a new club of their own. These are now under consideration and are receiving the encouragement of Commodore Hart and the Crescent Yacht Club, who see in the proposition a decided stimulus to yachting on the lake through the addition of a new fleet, which will offer the possibility of many interesting inter-club races, and inject more competition into the international events of old Ontario.

A Southern California Midwinter Class R Series

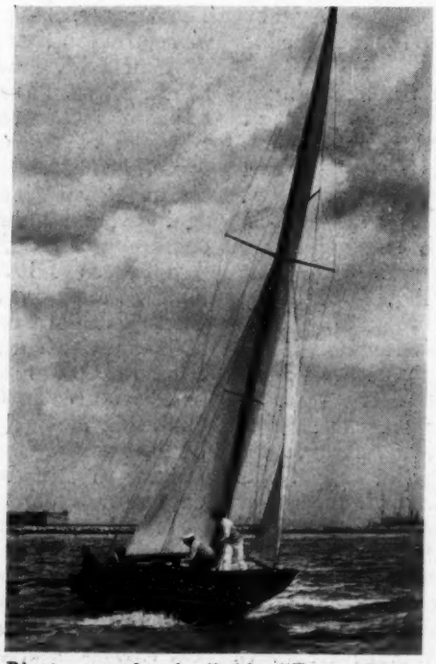
The Skipper's Club Sails for Gold Cup in February

By Edward C. Lawrence

IT was February by the calendar, but springtime by the sniffle of the moisty, salt Pacific Ocean breezes in Southern California. Golden days with sparkling blue seas and azure skies came more frequently, bringing with them an unsatiable sea hunger that can only be appeased by the rustle of white canvas overhead, the feel of a restless hull under one's feet, and a complete mutual understanding between the yachtsman and his ship.

Who could resist the urge? Certainly not the red-blooded members of the Skipper's Club — nor did they. It was Don Lee in his enthusiasm for everything yachting who first conceived the magic thought of a midwinter regatta for "R" Class sloops off Los Angeles Harbor, the scene of many famous races, including the start of last summer's Honolulu race, which was won by Mr. Lee's stately schooner *Invader*.

"Would the Skipper's Club wish to race for a $500 gold trophy?" inquired Mr. Lee. The answer was forthcoming in the positive, with alacrity, and the enthusiasm for the regatta, which was set for February 25th, 26th, and 27th, was spontaneous.



Pirate, owned and sailed by "Tommy" Lee, won the Class R Gold Cup off Los Angeles in February.

The outcome is of interest to yachtsmen not only because the races were admirably sailed under ideal conditions, but also because the regatta established all-year-'round yacht racing in Southern California, and the midwinter "R" sloop regatta takes its place as one of the important events of the western seaboard Corinthian program.

Psychologically, the regatta could not have been timed more perfectly. Two new twenty-raters were added to the fleet just preceding the regatta. L. E. (Ted) Geary, well-known designer and yachtsman of Seattle, delivered the *Galliano IV* to Commodore Owen P. Churchill in January, and Edson B. Schock's latest creation, the *Heather*, was placed in commission a week before the series. The *Heather* was designed for Al Christie and differs radically from the *Galliano*.

Photo by R. E. Chapin

Close work turning to windward off the breakwater in the Skippers' Club Class R series. Left to right: *Heather, Ace, Debra, Galliano IV.*

being much heavier and therefore better in a stiff breeze, while the *Galliano* was built for moderate winds.

Friday afternoon, the opening day of the races, brought out six "R's." That morning the disappointing news had been received that the fleet of four San Diego Yacht Club twenty-raters would be engaged with a sail of their own on Sunday, and would not attempt the 85-mile cruise up the coast. There was, however, as pretty a fleet gathered off the breakwater as Southern California yachtsmen have ever had the good fortune to witness.

Capt. Arthur Rousseau of San Francisco accepted Mr. Lee's invitation to bring his famous *Ace*, champion of San Francisco Bay, down for the regatta. The *Ace* is a beautiful craft of clear-grained mahogany, longer and narrower than the usual Southern California twenty-rater, and heavily constructed to sail best in the 15 to 30 miles of wind that prevail on San Francisco Bay, one of the sportiest bodies of water found anywhere. In the light westerly trades that ranged from 3 to 10 miles during the regatta, she was hopelessly outclassed, although remarkably well handled by her skipper.

Ben Weston put the *Debra* in racing trim, and with the *Heather* there were three heavy weather "R's" in the series. The *Debra* is also an Edson B. Schock design and the *Heather* was built to beat her, being 200 pounds heavier and a few feet longer. For a new boat not yet finished when she sailed her first race, the *Heather* did exceptionally well, and promises the *Debra* plenty of future competition.

Of the lighter craft Tommy Lee's *Pirate* is the prettiest to the eye. With her, Tommy kept the trophy in the family trophy case, for he won the cup put up by his Dad by one point over the *Galliano IV*, winning a first, second, and third place during the series. Here again is a promise of nip and tuck races to come, for both sloops were designed by Ted Geary, and are quite similar. The *Pirate* preceded the *Galliano* by one year, having been launched last spring.

Tommy and his crew come in for a word of praise, for Don Lee's son is a typical example of the young skippers growing up here with the sport. Tommy received his preliminary training with the Star fleet and won his first recognition with the *Satellite*. Although he has had the *Pirate* only nine months, and she is his first "R" sloop command, Mr. Lee has won the San Diego Lipton trophy and more miscellaneous silverware than any other skipper in Southern California. Waldo Drake, a most capable Corinthian, Willet Brown, and Foster Lloyd made up the *Pirate's* crew.

Pierpont Davis's *Patricia* was the sixth sloop entered, the oldest from the point of service, but also one of the most successful, and it was only the unfortunate error of taking a marker to starboard instead of to port in the first race that cost the "*Pat*" a $500 trophy, since she won the final two races in light airs. The *Patricia*, now that the *Galliano III*, *Canuck*, and *Peggy* are gone, is the lightest sloop in the fleet and a ghost in no wind at all. Ted Conant, who sailed her, comes in for a word of praise, as his skippering was excellent.

Friday's race was sailed in a ten-mile westerly, just enough wind to smoother lee rails in a cloud of foam. It was *Debra* weather without a doubt and Ben Weston, who rates as one of the smartest skippers on the western seaboard, proved beyond question that the *Debra* was not to be beaten in her own wind. At the end of the first six miles the *Debra* had a quarter mile lead, with the *Pirate* hanging on grimly astern and the *Galliano IV* on her transom. Father Neptune, however, was not inclined to favor the noble *Debra*, and when Ben Weston sailed her between the breakwater lighthouse and the marker, a breach of the course rules, Henry (Skip) Warren, chairman of the regatta committee, could do nothing but disqualify him. Thus favored, the *Pirate* took first place, finishing 3 min. and 40 sec. behind the *Debra*, with the *Galliano IV* 1 min. and 10 sec. astern.

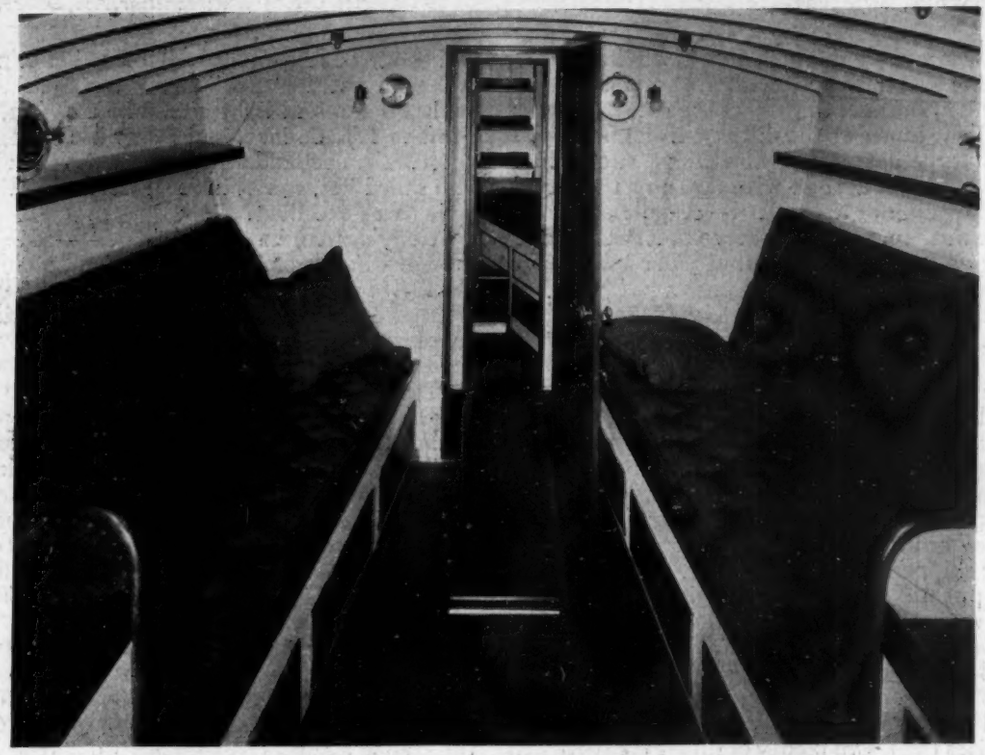
Low-hanging fog banks, and not a breath of wind to ruffle the smooth and oily sea, turned the second race into a drifting match. At the end of five miles the *Patricia* was so far in the lead that it was thought inadvisable to sail the course again. Ted Conant brought the "*Pat*" across the line 3 min. and 14 sec. ahead of the *Galliano*.

It is debatable whether a prettier race was ever sailed than the final event Sunday. The day was perfect. A five-mile wind from the southwest had driven the fog away, and the sun shone brightly over a tranquil sea. The beat up the breakwater was a classic. Shortly after the start the *Pirate* took the windward berth with the *Galliano IV* next, to windward of the *Patricia*. Taking short tacks, the "R's" were frequently less than a boat length apart. So close became the windward work that the *Pirate* forced the *Galliano IV* about and the *Patricia* forced the *Pirate*, the *Galliano* crossing the wake of both.

At the Point Firmin buoy on the first round, the *Pirate* was 10 seconds ahead of the *Patricia*, and at Weldt Rock the *Pirate* had increased her lead to 26 seconds. It was at that point that Ted Conant sailed the *Patricia* to perfection and nosed out the *Pirate* on the beat back to Point Firmin by 40 seconds, only to lose out on the run back. At Weldt Rock, on the home stretch, the *Pirate* still had 15 seconds over the "*Pat.*" Slowly the wind died and the *Patricia* still crawled ahead. For several minutes the two sloops were beam and beam. Gradually the "*Pat*" drew

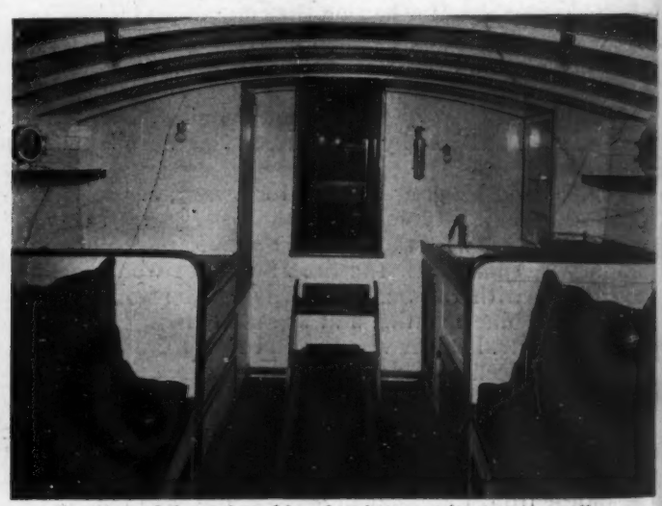
(*Continued on page 94*)

Speed Plus Comfort in a 38-Footer



Interior of a 38-foot Banfield Sea Skiff, showing main cabin and roomy forward stateroom. Here one may get the comfort of a larger boat, yet with speeds up to 25 m. p. h., with a choice of power plants.

The roomy after cockpit, with transom seats over the two engines.



Looking aft in main cabin, showing neat but roomy galley.

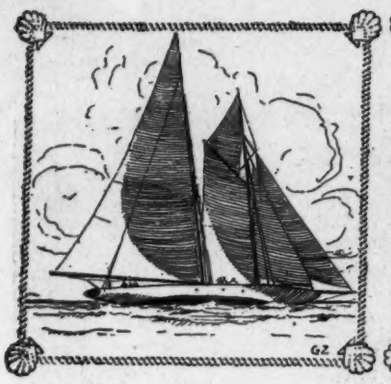
Snappy Runabouts in Southern Waters

A Chris-Craft 26-footer turning up at 40 miles per hour on Biscayne Bay with 150 h. p. Kermath.

A 23-foot Sea Sled — roomy, comfortable and right there with the speed.

The Dart Sedan Runabout furnishes protection to the party in the forward cockpit.

Taking a sharp turn in a Scripps-powered Baby Gar Jr. without taking the foot off the gas.



Yachting

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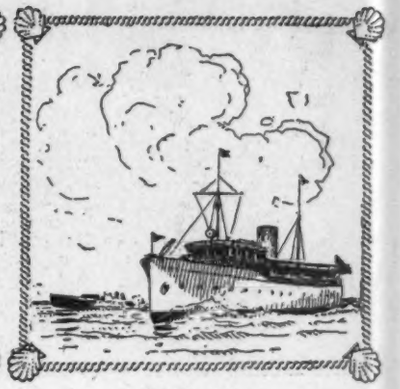


Editorial

The London Rules Conference

THE representatives of the North American Yacht Racing Union who went abroad to attend the International Conference on Yacht Measurement in London early in February returned last month with a report of very definite accomplishment, both in the matter of certain specific changes which they sought in the rules governing the smaller classes and in the establishment of cordial relations and friendship with the governing body in European yachting affairs. On this last account alone their visit was well worth while and did much to dispel any feeling that we were insistent on "playing it alone" over here.

Those representing America at the meeting were Clifford D. Mallory, W. A. W. Stewart and Clinton H. Crane, the former President, and the two last named members of the Measurement Committee.

It will be remembered that at the last meeting of the North American Union, held in November, the report of the Measurement Committee recommended the adoption of the International Rule here for three classes of small yachts, the 6-meter, the 8-meter and the 10-meter, provided certain changes were made in the rule of measurement looking towards making the boats built under it better suited to American conditions, and the correction of certain tendencies which several years' use had shown were unwholesome. It was for this purpose that the London conference was called and attended by our representatives.

At the meeting in London delegates were present from Great Britain, the Scandinavian countries, France, Holland, Italy, and the United States. The attitude of the conference was most friendly to the American suggestions and showed a disposition to adopt any reasonable changes that would bring this country in accord on the measurement rule. All of the suggestions of the Americans that could be made by the delegates without a general meeting of the International Yacht Racing Union were adopted in whole, or with slight modifications. Among the principal changes made were those relating to the method of arriving at the bow tax, with the object of preventing certain objectionable forms; the measurement of the height of mast and the allowing of hollow masts in yachts from 6 to 10 meters; eliminating the clause prohibiting centerboards, etc. Among other things accomplished was the inclusion of cabin houses on the 8-meters, thus giving cruising accommodations, and the barring of rotating masts, double-luffed sails and similar contrivances which had begun to creep into the boats of both countries.

The officers of the North American Union, we understand, have called a meeting of the Union to report on what they have accomplished. We believe the trip abroad has resulted in a distinct step forward as regards the future of the sport at large, and in promoting open-minded discussions of the problems that affect yachting wherever boats are raced. The invasion of foreigners this year to compete for international cups we now hold is proof that the various yachting nations are ready to send small yachts here to race when there are classes built to a common measurement rule both here and abroad.

Fighting Unwarranted and Biased Legislation

A bill was introduced recently in the State Legislature of Michigan which sought to prevent the operation of a boat propelled by steam, gasoline or electricity on any of the inland waters of the state at a speed greater than 25 miles per hour. Luckily, this particular bill was "killed," we understand, through the efforts of those interested in the development of fast power driven craft, and of power boat associations. The point is, however, that such legislation, both federal and state, is cropping up all the time, requiring constant vigilance to convince legislators who know nothing of the subject, or who may have been influenced by special interests, that the passage of such an act would be harmful.

In California a bill was introduced prohibiting the use of motors in boats on inland waters; and from Pennsylvania comes word that one has been introduced prohibiting motor driven boats on lakes "less than three miles long or less than three miles wide." Then, too, we have the federal equipment law for power boats being applied, absurdly, to small craft driven by an outboard motor.

When the sources of such legislation are traced, it is usually found that it has been instigated by interests that are devoted to "still fishing," or by summer residents whose property lies along the shores of such lakes. The danger is that such bills may be jammed through without the knowledge of boat owners generally, and once on the statute books it is a hard matter to get such obnoxious bills repealed.

The use of federal or state waters belongs to *all* the people, and motor boats are as much entitled to operate freely on them as motor cars are to use the highways, subject to such regulations as will safeguard the lives of others. Certainly, high speed on the water is not as dangerous as high speed on crowded highways. Most of the associations formed by pleasure boat owners for the promotion of the sport have found it necessary to employ legislative committees just to watch such unjust and foolish laws. It is a commentary on the way such legislation is enacted that this should be necessary.

In the World of Yachting

COMMODORE WILLIAM A. WILSON

THE new head of the Inter-Lake Yachting Association, Dr. William A. Wilson, has been sailing yachts on the Great Lakes so long that he needs no formal introduction to the Lakes sailors. Nor has he let his interest in the sport end with sailing boats, for he has always worked hard and long in the interest of yachting generally. Wherever there was a job of organizing or building-up to do, Dr. Wilson usually had a hand in getting it done.

Starting in under sail when the sport was young around Detroit, many years ago, he has kept his interest and retained his skill as a sailor, until today he is as active in the sport afloat as he was when a young man. Several years ago he was elected to head that vigorous and lusty organization of real sailors, the Bayview Yacht Club, of Detroit, and he formed a syndicate and got together a crew to sail in the Bermuda Race of 1924, which chartered the schooner Lloyd W. Berry *and put her in that event, where she won in her class — the first Detroit entry in this long and classic ocean race. He also helped organize the first Port Huron-Mackinac Race of 1925, and sailed in it. As Commodore of that organization he assisted in making the new clubhouse of the Bayviews, now building, a possibility.*

Always interested in Inter-Lake affairs, he has taken an active part in most of the annual meets at Put-in-Bay, both afloat and ashore. In the affairs of the Detroit Yacht Club, of which he is a member, he has also taken a prominent part, particularly in the national and international power boat events which have been run on the Detroit River, off that club.

In New England Waters

The Racing Schedule for the Coming Season

By WILLIAM UPHAM SWAN

IT is an intensive program that regatta committees in New England yacht clubs east of the Connecticut River have planned for the summer of 1927. About every type of craft will be represented, from 12-foot skiffs, either with sails or outboard motors, to stately 75-foot, staysail-rigged schooners and 80-mile-an-hour speed boats. More yachtsmen and yachtswomen, young and old, will go down to the sea in ships of one sort or another than ever before, either in competitive effort or the more leisure enjoyment of dropping into scores of picturesque harbors and coves, with a few extending their cruising radius to Nova Scotia, Newfoundland and even Labrador.

Marblehead will continue to hold its yachting supremacy, and once more the racing authorities have bowed to the desires of two or three hundred owners of fast sailing craft and will hold more than a hundred races between May 28th and September 18th, a period of sixteen weeks.

The Corinthian Yacht Club will open festivities as usual, with an informal regatta for all classes the last Saturday in May, and will close affairs with its annual Chowder Race the third Sunday in September. The Eastern Yacht Club will follow with two more informal events on Memorial Day and the following Saturday, and on June 11th the championship season will open with the first race of the Corinthian Yacht Club. The title races are for ten classes: 40-footers, Bar Harbors, P's, Q's, R's, S's, O's and T's, the 18½-footers, and Brutal Beasts in four divisions. The Eastern and Corinthian will divide the Saturdays and holidays, and will join with the Boston Yacht Club in the Mid-Summer Series beginning August 6th.

The Eastern Yacht Club will hold two regattas in Massachusetts Bay for major yachts, followed by the annual cruise, this year entirely in the southern part of the Gulf of Maine. The Eastern fleet will start on July 5th for Rockport, and then keep on to Portland the next day. Instead of heading for the Penobscot, the fleet will turn back westward with a run on July 7th to the Isles of Shoals, which have not been visited since 1908. Fifty years ago this picturesque group attracted many of the largest yachts, and several famous regattas were held by enterprising hotel proprietors. One was sailed in July, 1875, in which there were twelve large schooner yachts, including the famous schooner *America*. The night before the race a smart squall scudded across from the mainland and carried one of the stake boats four miles out to sea, so that when the fleet arrived at the point where the craft should have been, she was somewhere else. All but one headed in for the finish, but the *Rambler* of the New York Yacht Club kept on and eventually found and rounded the wayward mark, which was a dory. Despite a heavy gale of oratory that evening, in which General Butler was chief spokesman, the board of judges, of which Walter Burgess, the veteran secretary-treasurer of the Boston Yacht Club, is the only survivor, upheld the protest of Captain W. H. Thomas, disqualified the rest of the fleet and awarded the race to the *Rambler*.

From the Isles of Shoals the fleet will race around Cape Ann to Gloucester and then across the bay to Provincetown, reaching the latter port on Saturday, July 9th. This will give the Long Island yachts some long distance racing and a chance of getting back in time to haul out for Larchmont Race Week. In other years the Eastern fleet disbanded far down in Maine, and it took some of the New York yachts a week to reach home.

What is left of the fleet will race back to Gloucester on July 11th, and after a short contest in Massachusetts Bay will disband at Marblehead.

It is expected that Commodore Charles Francis Adams will use Vice-Commodore Seth M. Milliken's *Shawna* for his flagship.

Races for Class R boats at Marblehead for the Ladies' Plate, Manhasset and Greenwich Cups will be held during the ten days beginning August 1st, while the seventh Massachusetts Junior Championship for the Sears Cup will be sailed during the week of August 29th, a week later than usual, in order to give outside clubs a chance to settle their sectional events.

Sunday and Wednesday races will also be sailed at Marblehead, the Boston Yacht Club fleet will start from its station there for another cruise to the Maine coast, and the Corinthian Yacht Club will hold a long distance race in Massachusetts Bay late in July.

It is expected that the Speed Boat meet at Boston will inspire some of the Marblehead clubs, and that motor boat races may become a part of the season's schedule at a port which has been almost exclusively devoted to the sailing game.

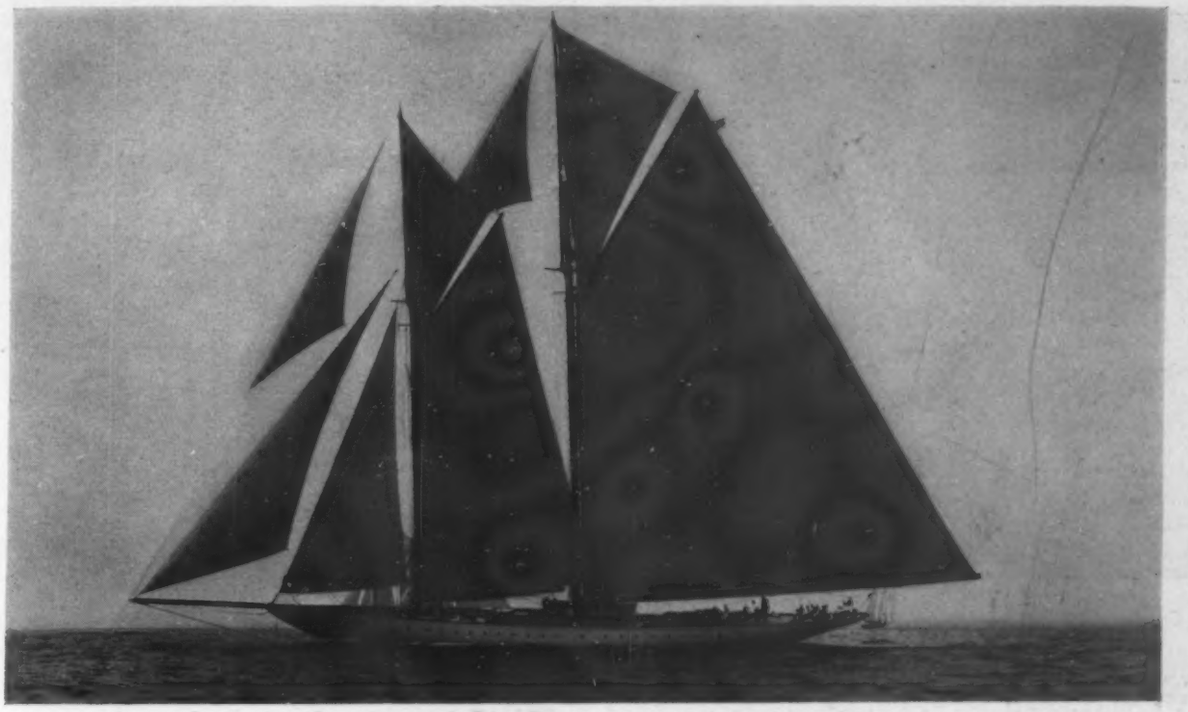
The season at Duxbury, the next active racing port to Marblehead in New England, will open on Saturday, June 25th, and Chairman Edmund S. Kelley of the regatta committee has arranged for nearly fifty races in eleven weeks. The Duxbury yachtsmen beat the old adage, that time and tide wait for no man, by matching one against the other. In other words, with bare flats for four hours twice a day, the club stages its events morning, afternoon or evening, as the tide serves, with a three-hour limit on each race. The fleet this year will number over eighty boats in four classes, including two new 15-footers, designed and built by Shiverick.

The principal events in Buzzard's Bay this year will be the Race Week at the Padanaram Station of the New Bedford Yacht Club during the week of July 18th, and the second annual three days' meet for 40-footers and Buzzard's Bay one-design classes by the Beverly Yacht Club on August 2nd, 3rd and 4th. It is expected that six or eight of the forties will visit Buzzard's Bay, and enjoy racing under the best conditions in New England waters, with plenty of wind and sea room. The R Class fleet at the Beverly Yacht Club has been augmented by the *Gypsy*, the Marblehead champion of 1924–25, which has been purchased by Chandler Hovey, owner of the 40-footer *Pampero*.

The season across the bay at Quissett will not open until July 9th, but there will be lively racing for a large class of old-time gaff-rigged 17-footers until Labor Day.

The largest fleet of racing boats in Nantucket Sound this year will be at Edgartown, although Wianno will be a close second. The Edgartown season will start on July 2nd, and on August 6th the club will hold an open regatta for all yachts south of Cape Cod. The club started 507 yachts in its fifteen regattas last year, and expects to increase the number 30 per cent this season.

The fourth Massachusetts women's sailing championship for the Mrs. Charles Francis Adams Cup will be held during the week of Labor Day, again by the Cohasset Yacht Club, which has two legs on the cup. Sixteen crews, representing twelve clubs, competed last year, and Miss Jessie Bancroft skippered the winning trio. This event, like the junior championship, is sailed under the change-a-boat system.



Elena, when she was last under sail. The famous schooner, built for the late Morton F. Plant, has been purchased recently by W. B. Bell and will be in commission this season.

The Month in Yachting

News of the Month

THE announcement last month of the sale of the famous schooner *Elena* to W. B. Bell, of the New York and Larchmont Yacht Clubs, by Cornelius Vanderbilt, will be received with satisfaction by yachtsmen generally, as she has been out of commission since 1916, when Commodore Vanderbilt bought her. *Elena* is one of the largest racing schooners in this country, being 136 feet in length. She was formerly owned by the late Morton F. Plant and was designed and built in 1911. She was very successful and has many famous cups to her record. She won the Astor Cup in 1912 and 1913, and again in 1916. In the latter year she also won the King's Cup and the Cape May Challenge Cup. Her new owner will race and cruise in her this year under the present rig, but for 1928 he plans to put a modern staysail rig on her. The sale was arranged by Drake H. Sparkman.

The first large sloop to be built here for many years to the Universal Rule is a 46-foot rater, under construction at Herreshoff's for former Commodore Harold S. Vanderbilt. Her keel has been laid down, and those who have seen the plans say that she has the looks of a very fast boat. She will rate 46 feet, but is much larger than the "Fifties," against which she will race, and which rate about the same, although the new rigs on some of the latter will change their former ratings somewhat. The new yacht is to be 54 feet on the water and 80 feet long over all. If she races even up with the others in the class, as is customary, she should prove an easy winner — although predictions are always dangerous. She is from designs by Burgess, Rigg & Morgan.

The officers of the Seawanhaka-Corinthian Yacht Club have announced that formal challenges have been received from Great Britain and Denmark for the Scandinavian Gold Cup now held by the Oyster Bay organization, bringing the total number of foreign countries which will compete for this trophy this summer up to five. The defending country, the United States, will make a six-cornered international affair of this event — the greatest number ever to sail in a series of this character in this country. Holland, Norway and Sweden had already challenged. The races will be sailed off Oyster Bay in September.

Records Broken at Tampa

TWO world's records were shattered in the second speed boat regatta of the winter, held on the Davis Islands marine speedway on Tampa Bay, March 4th and 5th.

Miss California, owned and driven by Dick Loynes, of Long Beach, California, in the first heat of the race for the 151-class hydroplanes, went twice around the 2½ mile course in 5 minutes, 53⅗ seconds, or at the speed of 50.9 miles an hour. The former record, held by *Miss Spitfire V*, owned by James H. Rand, Jr., of Buffalo, N. Y., was 47.5 miles an hour, established at San Diego, Calif., last December.

Sister Tampa, driven by E. J. Grady, of Tampa, won the free-for-all outboard motor race, five miles, in the time of 11 minutes and 35 seconds. This is at the rate of 25.89 miles per hour, which is "some speed" for an "outboard" boat.

All Set for the U.S. *vs.* Bermuda Match

ALL is in readiness for the international team match between four boats of the Sound Interclub Class and four one-design craft of the Royal Bermuda Yacht Club, which is to take place the first week in April in Bermudian waters. The four American yachts, *Babette*, *Wee Betty*, *Lotus* and *Merrywing*, will be shipped to Hamilton on the

Photo by International Newsreel

Miss California **leading** ***Miss Spitfire V*** **at the recent regatta on Tampa Bay, when she hung up a new record for the 151-class hydroplanes.**

Royal Mail steamer leaving New York March 29th, and the Furness-Bermuda liner leaving the following day. The boats will be launched and rigged as soon as they arrive in Bermuda, which will allow four or five days for tuning up purposes, and a "tryout race" between the Interclubs on Monday, April 4th.

The four team races will take place on April 5th, 6th and 7th, the schedule calling for a race a day on the 5th and 7th, and two races on the 6th. A fine course has been marked out in Great Sound, a fine body of water a short distance from Hamilton which is free from reefs, and where wind and tidal conditions are fair for all hands.

From reports received recently, the Bermudians are thoroughly aroused, and making every preparation to ensure a successful series. Their boats, designed by Burgess, Swasey & Paine, have been thoroughly tried out and tuned up, and have been proven decidedly fast in all weathers.

Among those who will man the Interclub boats are: J. B. Shethar, Ralph Manning, Shippen Davis and Rodney Williams, aboard *Babbette;* G. M. L. LaBranche, W. W. Swan, Charles Weyand and Carey Wollrath, on *Wee Betty;* Louis Carreau, James W. Alker and Samuel Wetherill, aboard *Merrywing;* S. Wyman Aldrich, Harry Curtis, Duncan Sterling and Charles Jewett on *Lotus.*

First Star Fleet in Europe

THE Solent Star fleet is the first to be granted a charter in European waters. The class has been adopted by the Island Sailing Club and is expected to replace the present 14-foot class by 1928, as the fleet will not be up to its full strength until then. Stars will be racing on the Solent, however, this year, and several are now under construction, being built by Uffa Fox at East Cowes.

G. Colin Ratsey, brother of Ernest Ratsey of *Irex* fame, is the secretary of the new fleet and one of the prime movers in getting it started. The fleet's membership is by no means confined to members of the one club, as already members of the Lee-On-Solent Sailing Club and the East Cowes Sailing Club have ordered Stars. There will only be a minimum fleet of three or four in commission this year, but many are signed up for 1928. Among the new owners, and prospective owners for 1928, are: Lt.-Col. J. C. T. Moore-Brabazon, M.P., Lord Egerton of Tattan, Mr. A. C. Walker and Mrs. Uffa Fox.

The Star Class is also making rapid strides in the Far East where the Philippine Island fleet recently obtained a charter and is building quite a number of Stars locally and in the United States, and has bought one from China. This fleet will be represented by J. C. Rockwell of the Manila Y. C. in the 1927 International Series at Providence, in

Left: ***Princess,*** **one of the new Bermuda one-designs, a team of which will race a Sound Inter-Club team in April.**

Right: Dick Loynes, owner of ***Miss California,*** **who broke the record for the 151-class at Tampa.**

Gibson Island, in the Chesapeake, where the Cape May-Chesapeake Race will finish. The bay front and yacht harbor are seen.

late August. He and his crew will make the trip across the Pacific and race a challenger being built in Brooklyn by Joseph Parkman. Barbados makes the third new fleet for 1927, and the Association now boasts of 32 fleets and over 440 yachts. A new fleet is forming in South America at Buenos Aires, and another at Belsize, British Honduras.

The New London-Cape May Race

LATE reports from the Chairman of the Race Committee of the Corinthian Yacht Club of Philadelphia leave no doubt whatever that the long distance race from New London to Cape May, starting on June 25th, will go over with a bang. Even at this early date, 22 entries have been received, with every indication that the list will swell considerably before the zero hour. Allowing for the usual withdrawals, there should be at least twenty starters, well divided among the different classes, so that all hands are assured a fine contest.

Entry blanks and full conditions may be secured by writing to George Woodward, Jr., Chairman of the Race Committee, Corinthian Yacht Club, Essington, Pa.

A Race to the Chesapeake

THE Gibson Island Club, located on the upper Chesapeake Bay, above Annapolis, is the latest organization to break into the ocean racing "game," and have announced a long race from Cape May, down the coast to Cape Charles and up the bay to Baltimore Light. The distance is about 270 nautical miles. The race is scheduled to start June 29th, the day after the finish of the race from New London to Cape May. The general conditions are very much the same as the Cape May race, except that there is a beam allowance inserted, the working of which will be watched with interest, as it may have an effect on future rules for long distance races.

Already a dozen or more entries have been secured and a good sized fleet is probable, as many of the yachts sailing in the former event will continue on to the Chesapeake, rounding out the week and coming home through the new tide-water Delaware and Chesapeake Canal. The general conditions follow.

Classes: Class A. Schooners, sloops, yawls and ketches not over 71 feet and not under 53 feet over all measurement.

Class B. Schooners, sloops, yawls and ketches, under 53 feet and not under 30 feet over all length.

Prizes: The Gibson Island Trophy will be awarded to the yacht making the best corrected time over the course, all yachts racing together in one class. First prizes will be awarded in Classes A and B, and second prizes will be awarded in the event of four or more yachts starting in a class.

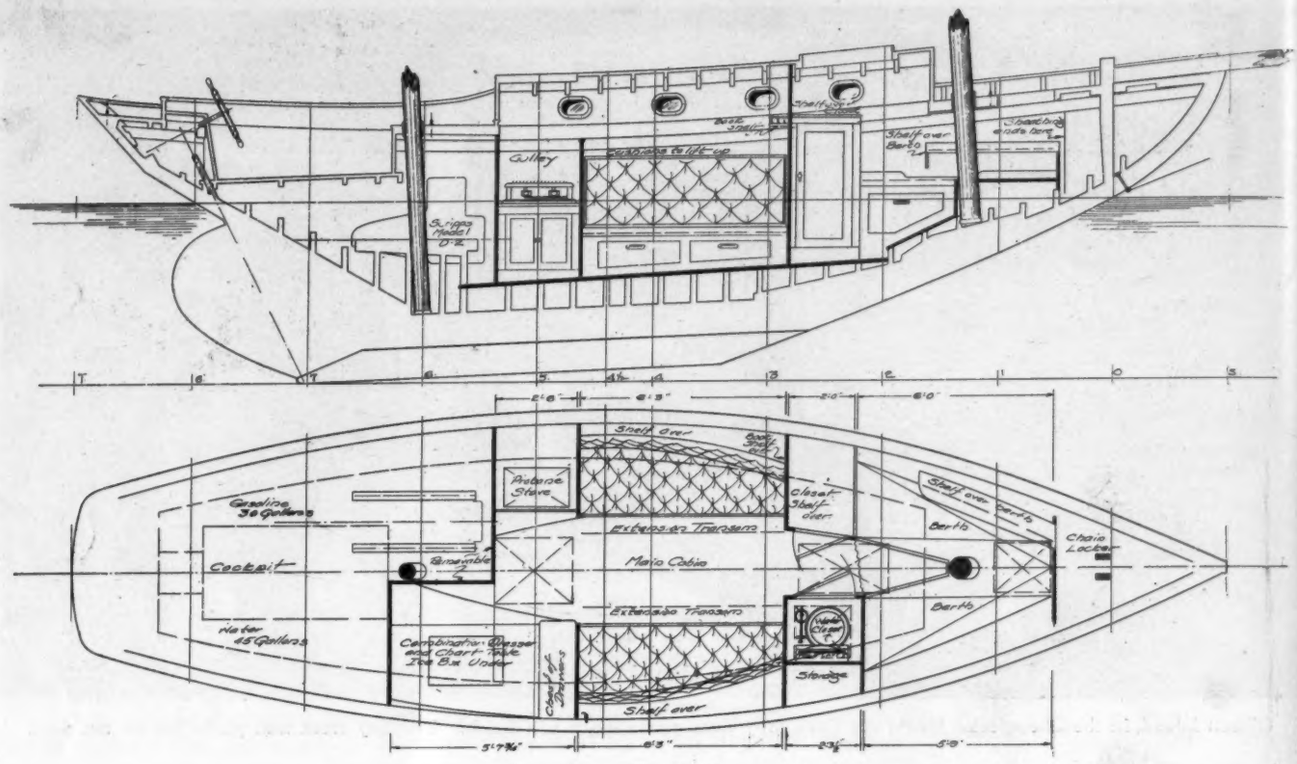
Yachts shall be rated for time allowance on their over all length, subject to the following corrections:

In case the greatest beam is less than 25 per cent of the over all length there will be added to the over all length twice the difference between the greatest beam and the theoretical beam of 25 per cent of the over all length. In case the greatest beam is greater than 25 per cent of the over all length, there will be deducted from the over all length twice the difference between the greatest beam and the theoretical beam of 25 per cent of the over all length.

Time allowance for the course will be figured on a basis of 20 minutes per foot of rating.

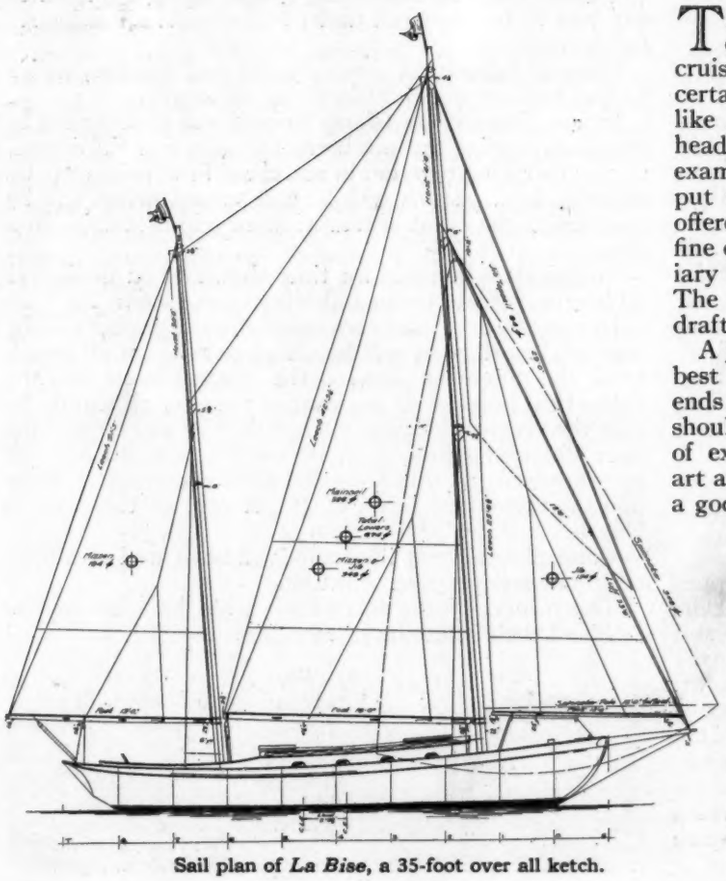
The owners of the following yachts have entered or signified their intention of entering:

Yacht	Rig	Owner
Heart's Delight	Schooner	Guthrie Willard
Harpoon	Schooner	Lawrence M. Bailliere
Malabar VII	Schooner	C. S. Postley
Malabar VIII	Schooner	John G. Alden
Blue Water	Schooner	J. Rulon Miller, Jr.
Windjammer	Schooner	Edward Crabbe
Quita	Schooner	George Woodward, Jr.
Black Goose	Schooner	W. Findley Downs
Teal	Schooner	R. Graham Biglow



La Bise, a Modern Jib Headed Cruising Ketch

By Henry M. Devereux

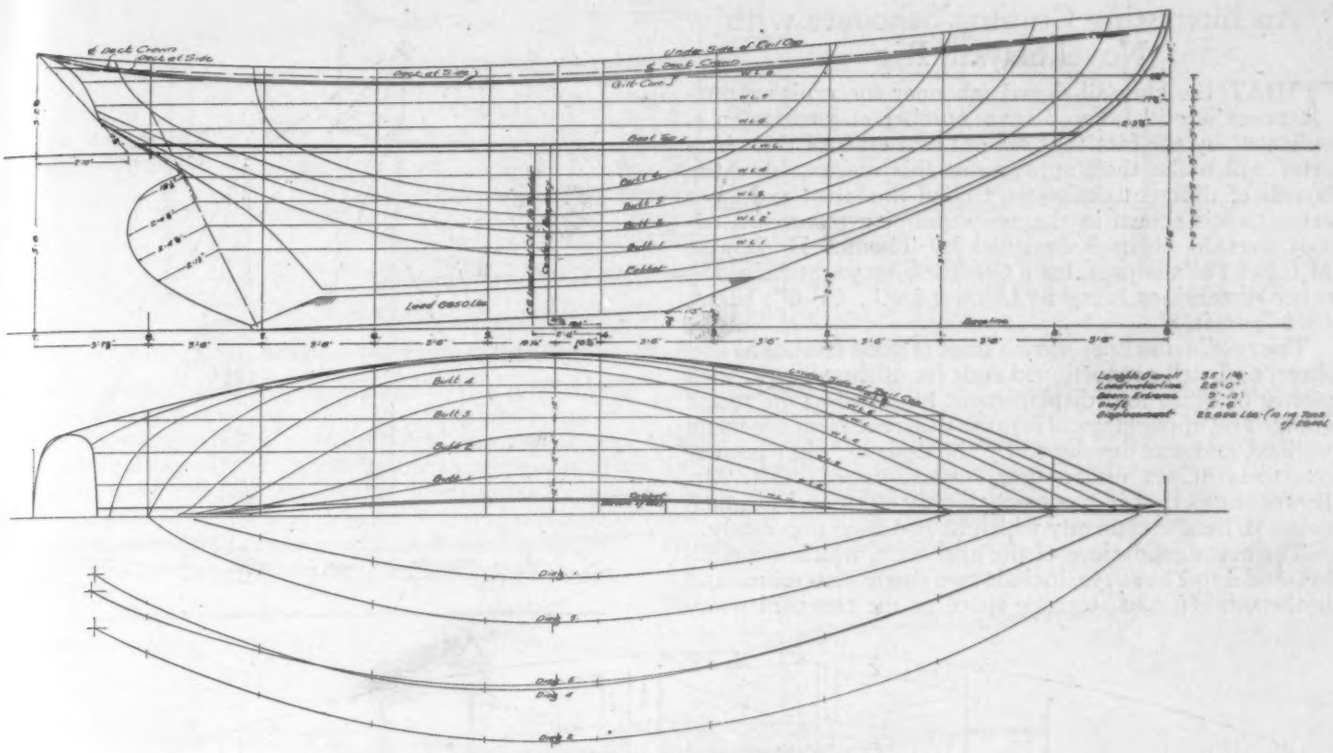


Sail plan of *La Bise*, a 35-foot over all ketch.

THIRTY-FIVE feet of boat are thirty-five feet of opportunity. My preference in the matter of small cruisers is the trim auxiliary sloop. However, above a certain size the boom becomes rather large, and for craft like *La Bise* I have been recently won over to the jib headed ketch. Last season I observed some excellent examples and seeing none quite to my taste, decided to put my ideas on paper. And in this spirit is *La Bise* offered, as a contribution to this fast increasing line of fine craft. She is a ten ton, thirty-five foot overall auxiliary ketch, designed with an eye to some offshore runs. The other dimensions are: l.w.l., 28′; beam, 9′ 10″; draft, 5′ 6″.

A jib header has a profile all her own. The sheer seems best when not too lavishly curved, and in a ketch the ends most pleasing to the eye are fairly short. They should be short anyway, to minimize pounding, a matter of extreme import with cruising craft. Here is where art and utility go hand in hand. The lateral plane shows a good surface well spread out. With the long keel she will not spin on a dime but will hang on better than a boat with a pronounced fin. The keel has a good drag, too, which completes the long leading edge and makes for better performance to windward. The forefoot, amply full, holds the vessel on a reach. In this particular hull, one will notice the extreme concentration of lateral plane aft, which throws the center of lateral resistance well abaft the center of buoyancy, likewise making possible a good lead for the sail plan.

Waterlines can be too sharp or too blunt. There is a happy medium. In *La Bise* the load waterline forward is almost hollow, being straight for a short distance. Its influence is felt in all other waterlines,



Lines of *La Bise*, designed by Henry M. Devereux.

which will be appreciated by those who have been deflected from a course by waves slapping against full bows, which possibility is here reduced to a minimum. Aft is a clear, fair afterbody, closing most kindly the water opened by the forebody. Forward the buttocks show a clean, easy sweep without a hard shoulder to push against the bow wave. Aft, buttock lines indicate performance under power, and being fairly straight, and not too steep, assure easy driving when the wind disappears, and the Scripps D-2 holds forth master of the situation.

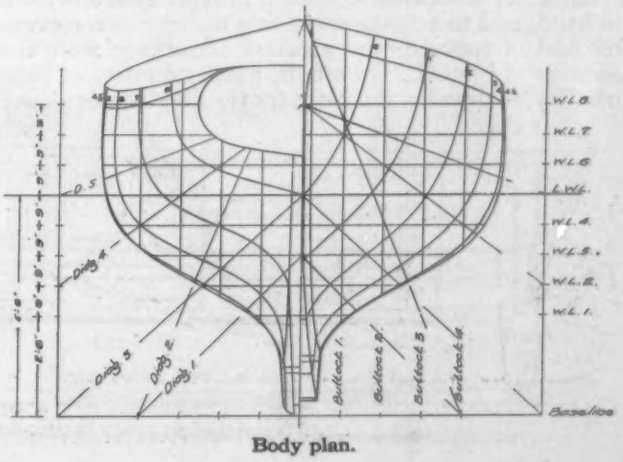
All these features tie up with a husky midship section, planned with an eye to comfort in cruising. The deadrise is good, and the rabbet is brought low, giving space for inside ballast. The bilge, only moderately hard, shows no hard shoulder to drive, and is still not slack enough to produce a tippy boat. The influence of this section is felt throughout the entire hull, giving buoyancy without bluffness to the forebody, and breadth without obesity to the run.

Diagonals are really the true waterlines of the sail boat. When heeled the water runs more truly along the diagonals than on any other set of lines. Most significant is the bilge diagonal, long and trim, with a nearly straight portion forward, and sweeping pleasantly, without hardness, aft to the transom.

Ballast is a never ending subject of friendly debate among cruising yachtsmen. I prefer a division of outside and inside weight. With most of it on the keel, and a fair portion inside to trim, the rough water motion is not a series of quick jerks, and yet the stability is better than with all the weight stowed in the bilge. With 6,850 lbs. of lead outside, and 2,000 lbs. inside to trim, the center of gravity can be kept lower than with an iron keel, producing added stiffness. Likewise with the lead pigs in the bilge, rust need not be a constant nuisance, and much less space is taken up. Our motor is a model D-2 Scripps, turning a 20″ feathering propeller, of two blades, at 800 r.p.m., with a rating of 13½ horsepower. This motor is the latest edition of the one that crossed the Atlantic with Captain Day in the *Detroit*. Construction is of the conventional type and needs no explanation to those who have already seen other similar yachts.

The sail plan shows a good spread in the lowers. She can spread a big balloon staysail between the mizzen and main masts when occasion requires. The spinnaker and jib topsail are indispensable. All the sails are placed to give a good lead over the center of lateral resistance. In a jib header this is essential, due to the absence of the gaff, which swings forward and at once alters the centers. Both masts have a pronounced rake aft, and the jib is high cut. These features have been proven excellent on the racers, and will make for better and more efficient performance. Ample reefs are provided, and under reduced canvas, *La Bise* should be queen of the tempest. In the rigging, backstays are not necessary. All shrouds are brought well aft, and with the springstay leading to the mizzen lower shrouds, provide support for the mainmast at all times. Running free, the strain of the mast head is divided among the two mizzen shrouds, giving greater security.

Our layout gives good accommodation for cruising or racing, and is most convenient for night sailing.



Body plan.

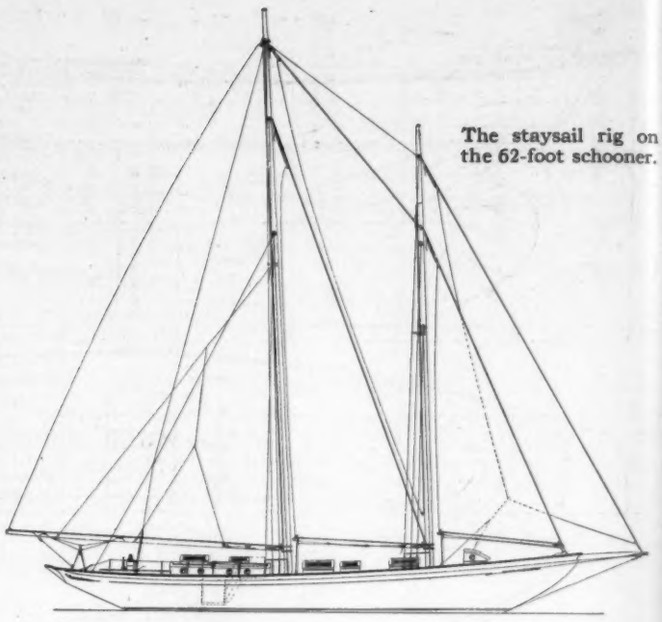
An Interesting Cruising Schooner with Novel Staysail Rig

THAT the staysail-rigged schooner for cruising purposes is still favored by a number of yachtsmen is indicated by the fact that several new craft of this character will make their appearance this season, from the boards of different designers. One of the latest and most attractive is shown in the accompanying plans of a 62-foot overall schooner designed by Thomas D. Bowes, M.E., of Philadelphia, for a Quaker City yachtsman, the other dimensions being as follows: l.w.l., 43′ 6″; beam, 15′ 8″; draft, 8′.

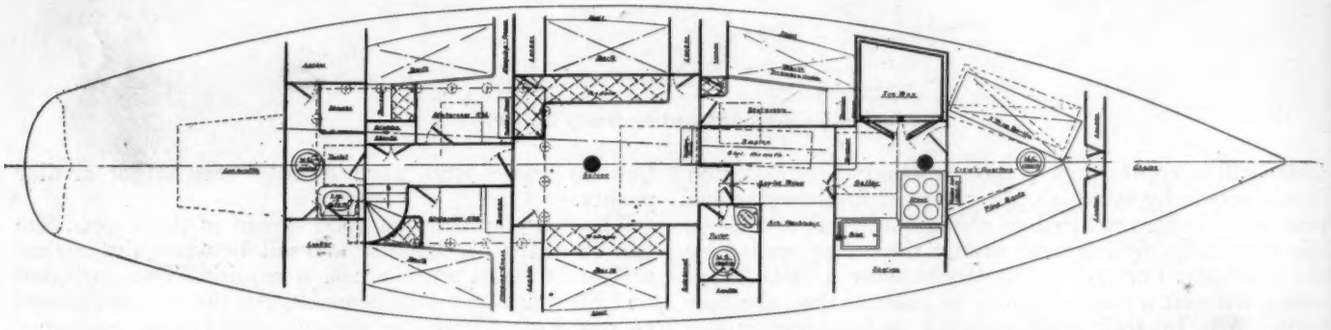
The profile and lines show a craft of good freeboard and sheer, and well-proportioned ends for offshore work, with plenty of beam and displacement for comfort in rough going. The upper staysail is quite different from the usual variety, and was developed by the designer after numerous tests at sea on another staysail-rigged craft. Mr. Bowes states that it is not only highly efficient, but much easier to handle than any which he had used previously.

The accommodations of the new craft, which is a similar model to *Tondeleyo*, include two single staterooms and bathroom aft, and steerage space at the companionway for charts, oilskins, etc. Forward of this is the main saloon, with berths on each side, as well as transoms, lockers, desk, sideboard, etc. Forward of the main saloon on the port side is a guest's stateroom, with toilet room opposite.

The machinery space is forward of the main saloon, with plenty of room for the 6-cylinder Kermath motor, Universal lighting plant, batteries, etc. Forward of the engine space is a large, well-equipped galley and forecastle for three men.



The staysail rig on the 62-foot schooner.

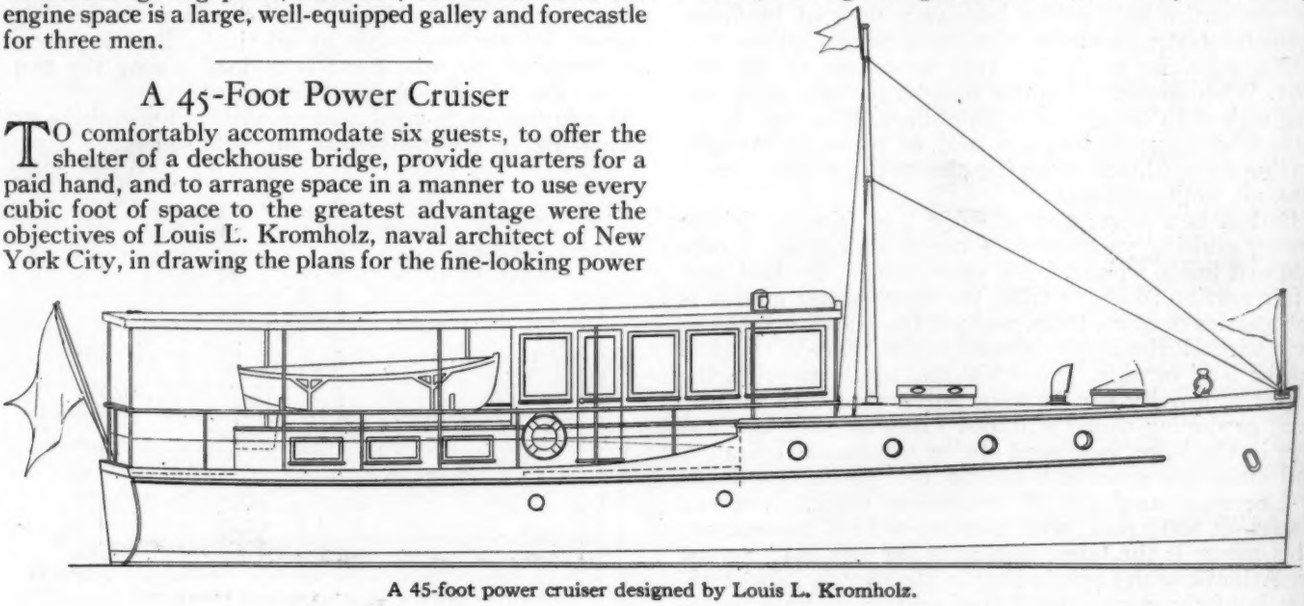


Accommodation plan of the 62-foot schooner designed by Thomas D. Bowes for a Philadelphia yachtsman.

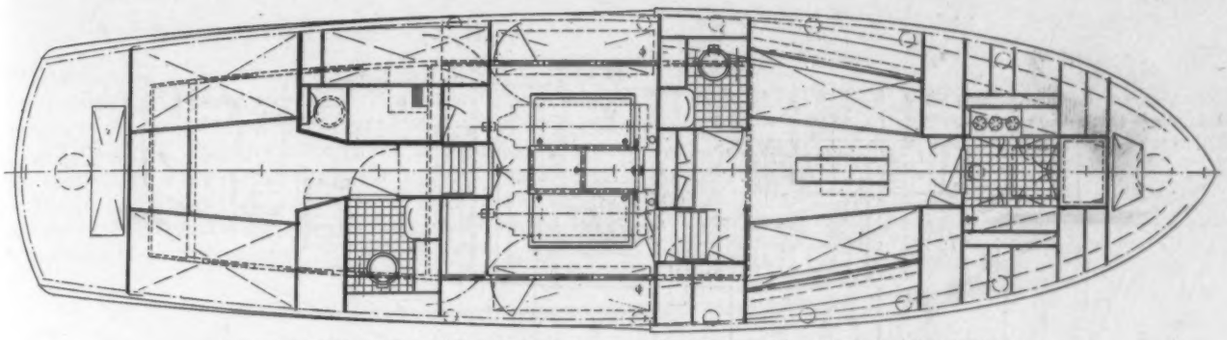
A 45-Foot Power Cruiser

TO comfortably accommodate six guests, to offer the shelter of a deckhouse bridge, provide quarters for a paid hand, and to arrange space in a manner to use every cubic foot of space to the greatest advantage were the objectives of Louis L. Kromholz, naval architect of New York City, in drawing the plans for the fine-looking power cruiser shown on this and the next page. The dimensions are: l.o.a., 45′ 10″; beam, 12′ 5″; draft, 3′ 6″.

Farthest forward is an athwartships galley, followed by the main cabin with upper and lower berths, buffet, and connecting toilet room. Amidships is the engine compartment, with ample room for a pair of 6-cylinder, 4½ x 6 motors, a 200-gallon gasoline tank, auxiliary machinery,



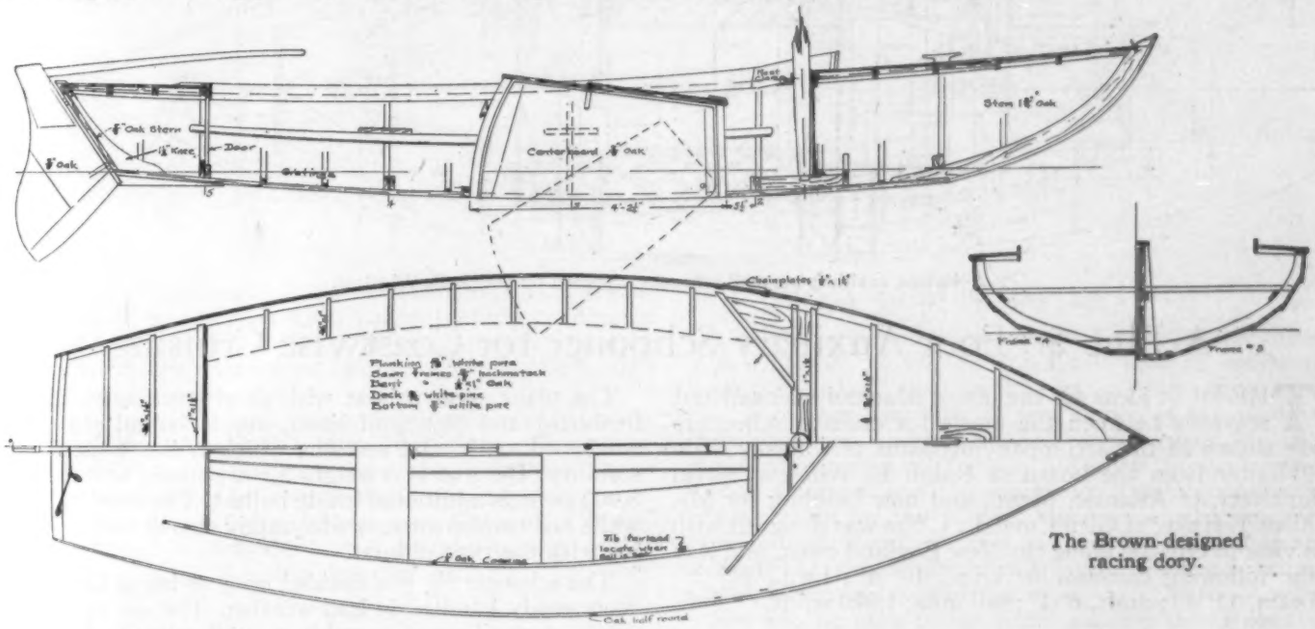
A 45-foot power cruiser designed by Louis L. Kromholz.



Accommodation plan of the 45-foot power cruiser designed by Louis L. Kromholz.

etc., with four feet of headroom throughout. A small hatch in the deckhouse floor allows access to the motor compartment, with a larger hatch for removal of motors for seasonal overhauling. The owner's double stateroom is aft, with large wardrobe and connecting toilet room to starboard, the door of which swings to block off the passage to the bridge, permitting privacy without resorting to complicated joiner work frequently found in small power boats.

The crew's quarters are on the port side, forward of the owner's stateroom, with soundproof bulkhead between, and are equipped with hanging space for clothes, toilet, folding wash basin, etc. Should the boat be "owner-operated," this stateroom possesses plenty of comfort and conveniences to be used for a guest.



The Brown-designed racing dory.

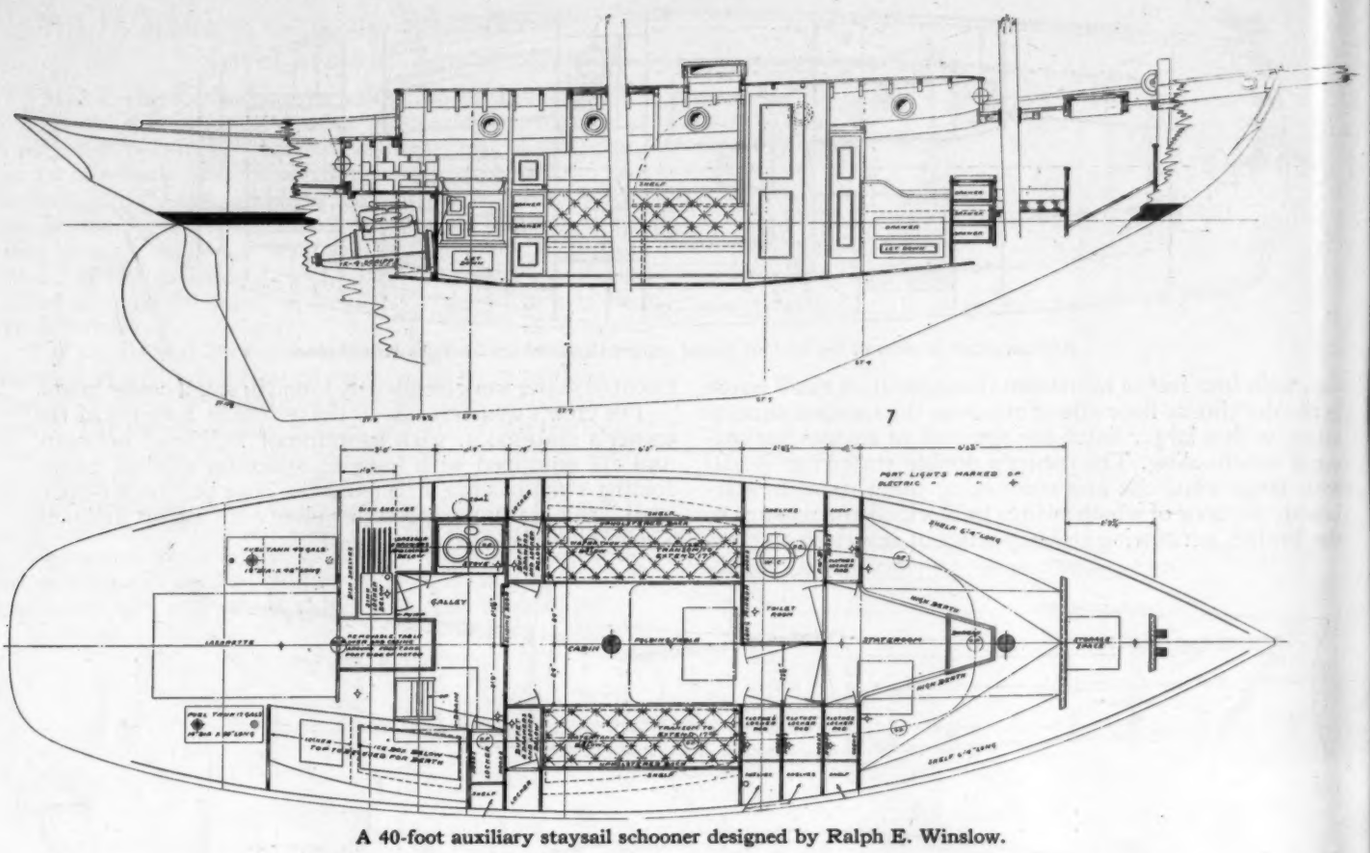
A Racing Dory

IT was not many years ago that the small racing dory was one of the most popular types of small craft to be found around Marblehead, Gloucester, and neighboring waters. Fast, snappy to handle, cheap to build, and easy to care for, dozens of these little fellows could be seen on any race day, handled alike by seniors and juniors, providing the finest kind of sport for all hands.

Overshadowed in recent years by other craft, the racing dory is making another bid for popularity. Six boats have been ordered recently from designs by Samuel H. Brown, Jr., naval architect of Marblehead, Mass., and are being built by Gardner, of Swampscott. The accompanying plans show what fine little craft they will be, the dimensions being as follows: l.o.a., 18′; l.w.l., 14′ 5″; beam, 5′ 7″. The construction is of the typical dory type, light, but strong and substantial, and economical to build. A leg-o'-mutton mainsail and loose-footed jib of moderate area are ample to drive the easily-driven form at excellent speed.

The designer is a veteran "Down East" racing man, brought up in just such craft, and is therefore thoroughly qualified to turn out a sailing dory which will fulfill every need.

Sail plan of the 18-foot dory.



A 40-foot auxiliary staysail schooner designed by Ralph E. Winslow.

A Fine 40-Foot Auxiliary Schooner for Coastwise Cruising

THE latest ideas for the use of Marconi mainsail and staysails between the masts for cruising schooners are shown in the accompanying plans of a husky little 40-footer from the board of Ralph E. Winslow, naval architect, of Atlantic, Mass., and now building for Mr. Allen J. Huke, of Glen Cove, L. I. She was designed with a view to cruising along the New England coast, and is of the following dimensions: l.o.a., 40′ 4″; l.w.l., 31′ 2″; beam, 11′ 3″; draft, 6′ 4″; sail area, 1,070 sq. ft.

The plans show a boat with short overhangs, liberal freeboard and plenty of sheer, ample lateral plane for windward work, and sections which indicate plenty of stability. The iron keel weighs 8,500 pounds, and there is 3,000 pounds additional inside ballast. The construction, while not cumbersome, is adequately strong and in keeping with the type of boat.

The schooner rig was decided upon as being faster and more easily handled in bad weather. The use of a large upper staysail made possible a good spread of canvas without undue length of mainmast or base line. Sail can be quickly and easily reduced by simply lowering the upper staysail, and in really bad weather a storm jib, lower staysail and trysail would be an excellent combination.

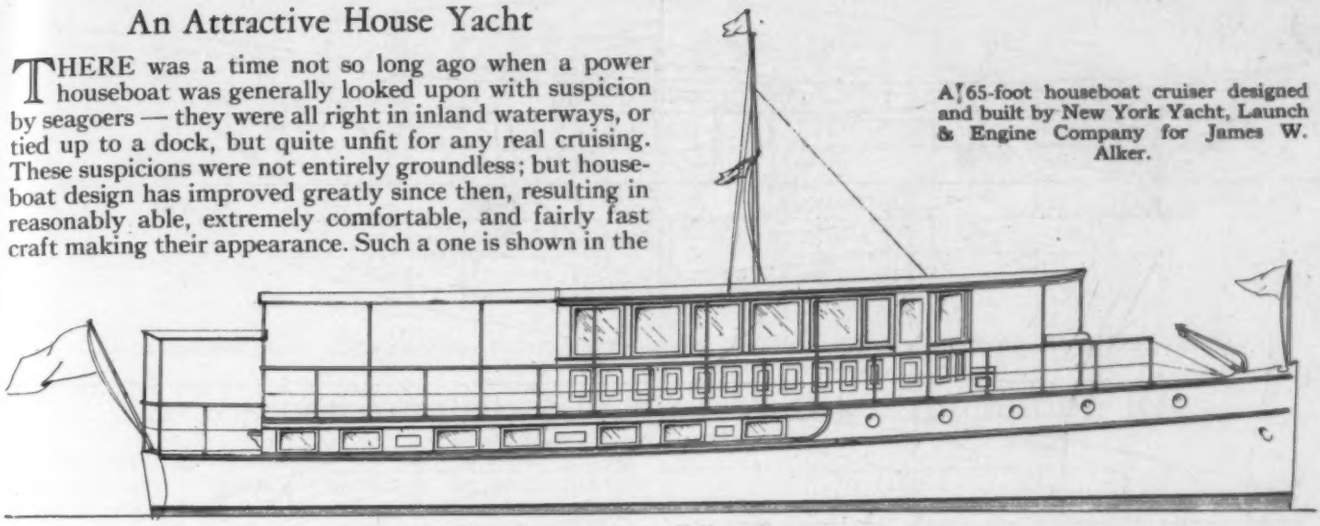
The accommodation plan shows a double stateroom forward and main cabin amidships, with toilet room between on the port side, and two large hanging lockers opposite. The galley is abaft the main cabin, and is equipped with coal stove, sink, ice box, table over motor, and plenty of lockers and drawers, besides lockers for oilskins and tools. Opposite the galley is a quarter berth for a paid hand or extra guest. The placing of the galley aft gives a fine working space for the cook in a part of the boat where there is the least motion, and also makes a sort of vestibule for the removal of wet oilskins before entering the main cabin. Coal, ice, stores, etc., are loaded aboard with little trouble with the galley handy to the companion steps.

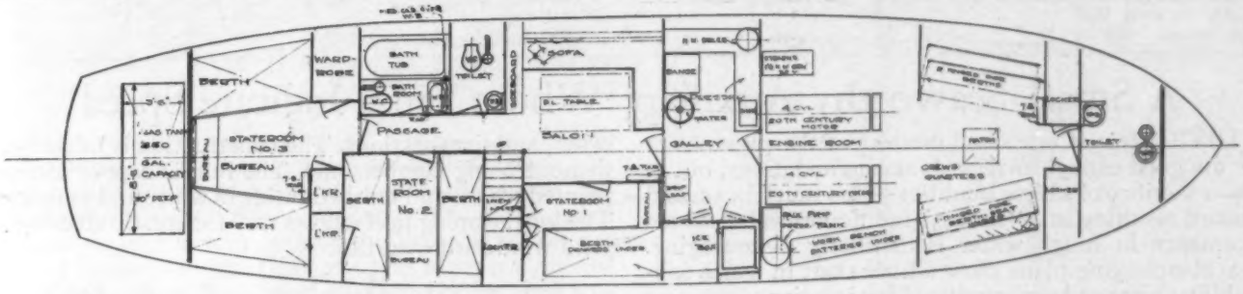
The motor, an F-4 Scripps, is installed under the bridge deck between the after end of the house and the forward end of the cockpit. A good lazarette is under the cockpit, and fuel and water tanks are under the decks alongside the cockpit.

An Attractive House Yacht

THERE was a time not so long ago when a power houseboat was generally looked upon with suspicion by seagoers — they were all right in inland waterways, or tied up to a dock, but quite unfit for any real cruising. These suspicions were not entirely groundless; but houseboat design has improved greatly since then, resulting in reasonably able, extremely comfortable, and fairly fast craft making their appearance. Such a one is shown in the accompanying plans of a 65-foot craft designed, and now being built, by the New York Yacht, Launch and Engine Co., of Morris Heights, N. Y., for Mr. James W. Alker, of New York, the dimensions being: l.o.a., 65′; l.w.l., 64′; beam, 15′ 6″; draft, 3′ 3″.

A 65-foot houseboat cruiser designed and built by New York Yacht, Launch & Engine Company for James W. Alker.





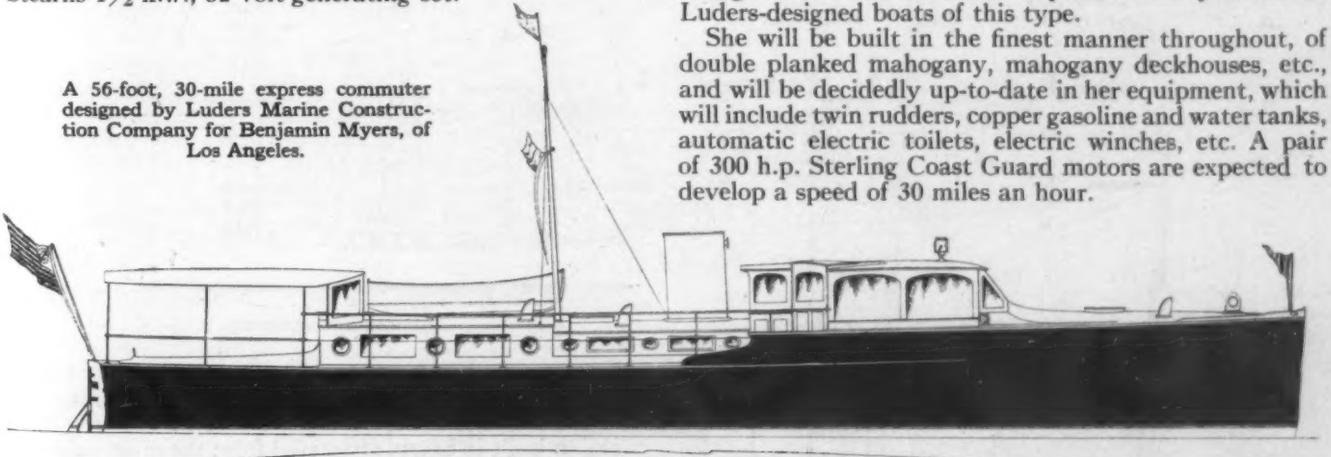
The accommodations include two double staterooms, a single stateroom, main saloon, bathroom, toilet room, deck saloon, and plenty of lockers, wardrobes, etc. There are ample quarters for a crew of three in the roomy forecastle, with crew's toilet, lockers, etc. The motive power will be a pair of 20th Century 4-cylinder motors, and a Stearns 1½ k.w., 32-volt generating set.

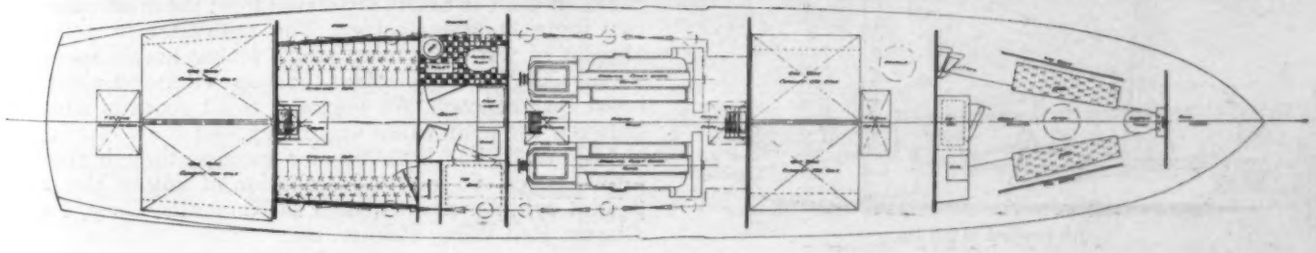
A 30-Mile Express Ferry

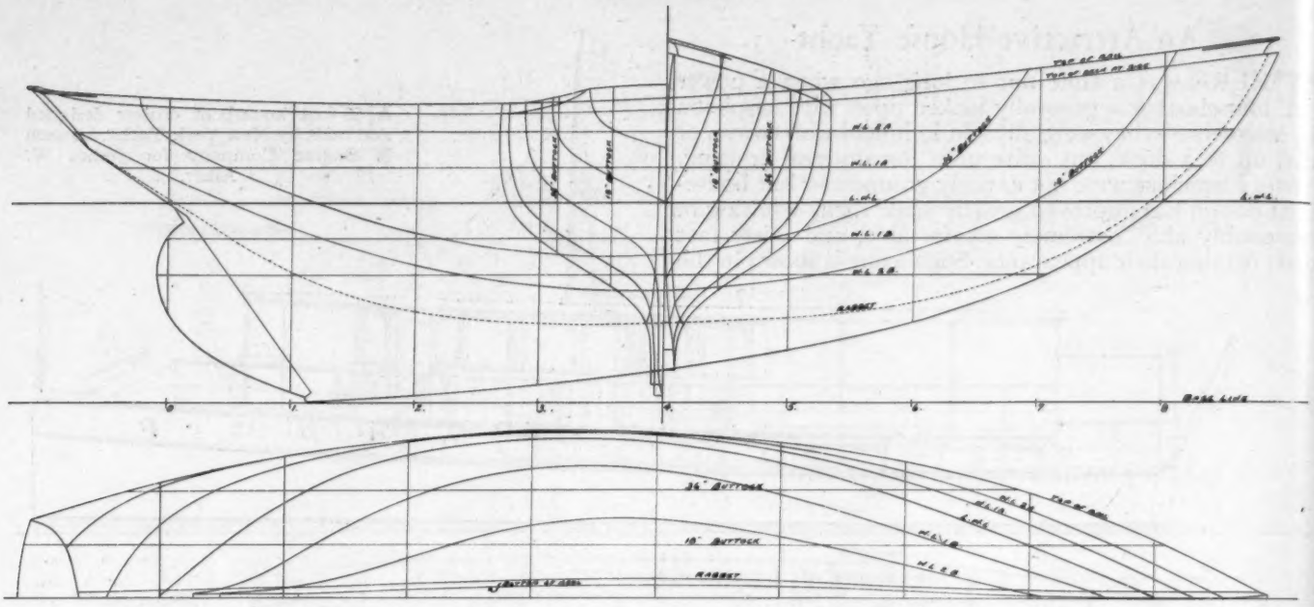
AN interesting addition to the fleet of power-driven craft on the Pacific Coast will soon go overboard from the yard of Fellows & Stewart, of Wilmington, Calif. She is a 56-footer with 11 feet beam, of the modified V-bottom type, and will be used by her owner, Mr. Benjamin Myers, of Los Angeles, for quick service between Catalina Island and the mainland. The accompanying plans, drawn by the Luders Marine Construction Co., of Stamford, Conn., show a fine-looking craft, with the straight sheer and harmonious profile usually found on Luders-designed boats of this type.

She will be built in the finest manner throughout, of double planked mahogany, mahogany deckhouses, etc., and will be decidedly up-to-date in her equipment, which will include twin rudders, copper gasoline and water tanks, automatic electric toilets, electric winches, etc. A pair of 300 h.p. Sterling Coast Guard motors are expected to develop a speed of 30 miles an hour.

A 56-foot, 30-mile express commuter designed by Luders Marine Construction Company for Benjamin Myers, of Los Angeles.







A Small, Seaworthy Auxiliary Whose Lines Indicate Speed

QUITE a few of our small cruisers of the present era are good enough as regards accommodations, but at a sacrifice of sailing qualities — too much beam and freeboard resulting in a "tubby," indifferent sailer, whose performance in rough water is distinctly discouraging. The accompanying plans show a little craft in which sailing ability has not been sacrificed for interior room, and which should be a fine performer under sail, particularly going to windward in rough water. The design was worked out by her owner, Frederic J. Wells, and Joseph Reinhardt, in conjunction with the builder, Reuben Heisler, of Chester, Nova Scotia. Her dimensions are: l.o.a., 35′ 3″; l.w.l., 27′ 10″; beam, 9′ 3″; draft, 5′ 7″. The sail area in the schooner rig, which Mr. Wells will use, is 698 sq. ft. The ketch rig, of 625 sq. ft., will be used on a duplicate boat which will be built for a Nova Scotia yachtsman.

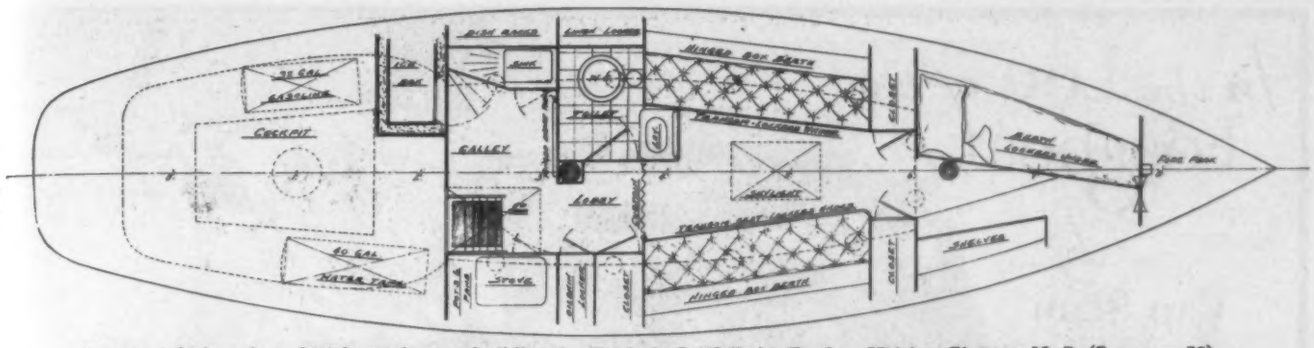
The plans show a hull which is short ended without being stumpy, good sheer and freeboard, rather narrow beam, and firm sections. The construction is fairly heavy without being cumbersome. The hull is copper fastened, painted white, and finished inside in white and mahogany. The long, sloping keel augurs well for steady steering and good windward qualities.

Jib headed ketch rig.

Alternate schooner rig.

No attempt has been made to cram the boat full of bunks, the owner believing that three people form a comfortable complement for a small cruiser. Abaft the forepeak is a built-in berth, separated from the main cabin by two large hanging lockers. The athwartships galley is abreast of the companion steps, giving ample room for stove, sink, ice box, lockers, shelves, etc., and plenty of room for the cook. An enclosed toilet room is situated between the main cabin and galley.

Mr. Wells has little use for motors, though there is ample space aft for the installation of any of the small 2- or 4-cylinder motors, such as Kermath, Gray, Fay & Bowen, Red Wing, Palmer, etc.



Accommodation plan of 35-foot schooner building for Frederic J. Wells by Reuben Heisler, Chester, N. S. (See page 78)

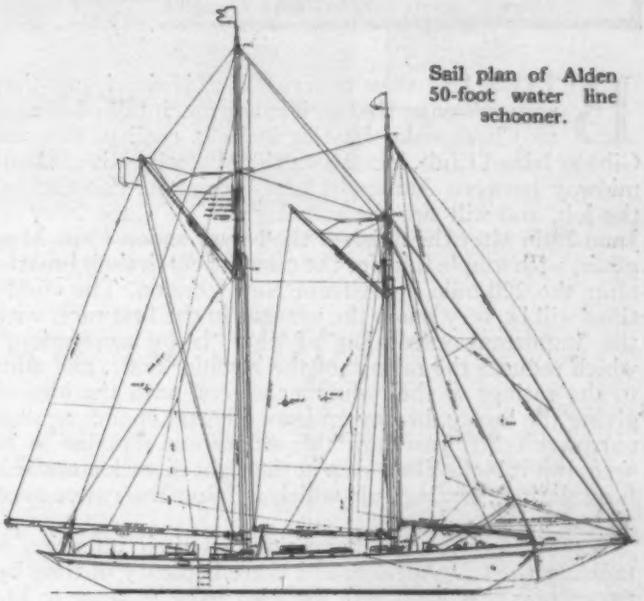
A 70-Foot Auxiliary Schooner With an Interesting Rig

AN interesting addition to the fleet of husky offshore auxiliary schooners is shown in the accompanying plans from the board of John G. Alden. She is building at the yard of George Lawley & Son Corporation, Boston, for Mr. Henry B. Anderson, former owner of the Alden-designed schooner *Trade Wind*, and is of the following dimensions: l.o.a., 70′ 6″; l.w.l., 50′ 2″; beam, 16′ 6″, and draft, 8′ 10″.

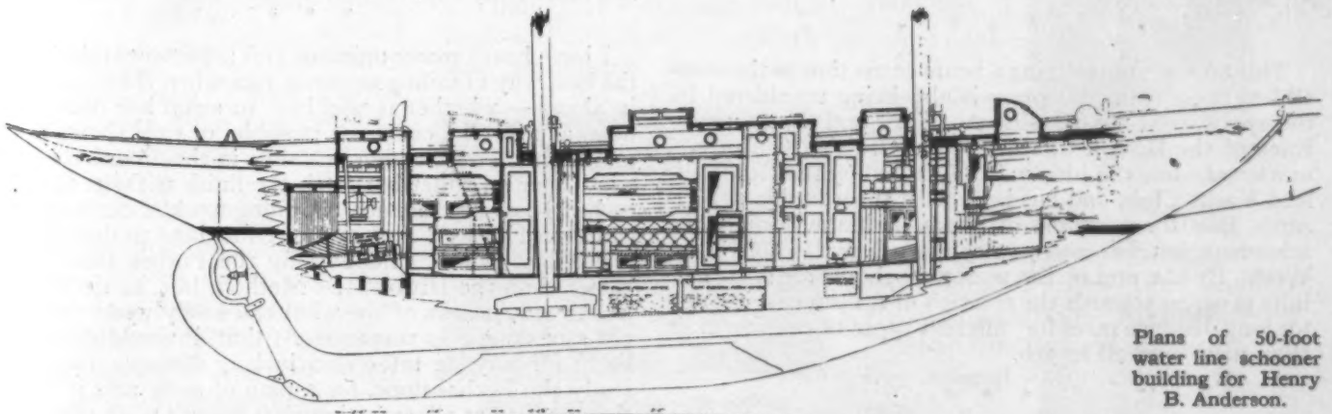
Designed for blue water cruising, the sail plan is well worth studying. The masts are stepped well aft, the mainsail is small for ease of handling, and both foresail and forestaysail are larger than customary. The maintopsail can be set or struck from deck very quickly by a method perfected recently by the designer, and really constitutes the first reef. She will sail well without her jib, and will sail to windward with only foresail and jumbo.

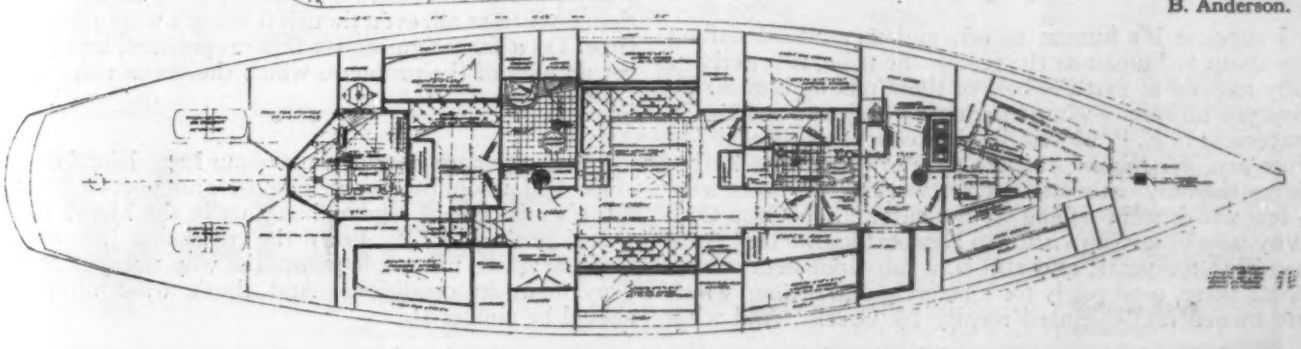
The hull is an able one, and of rugged construction, and should be decidedly comfortable for sea work.

The accommodations include a double and single stateroom, main cabin sleeping four, and forecastle for crew of three. The power plant is the new Model BB Red Wing, installed aft in a gas-tight compartment; tankage consists of 400 gallons of water and 100 of gasoline, and there is ample storage space throughout.



Sail plan of Alden 50-foot water line schooner.



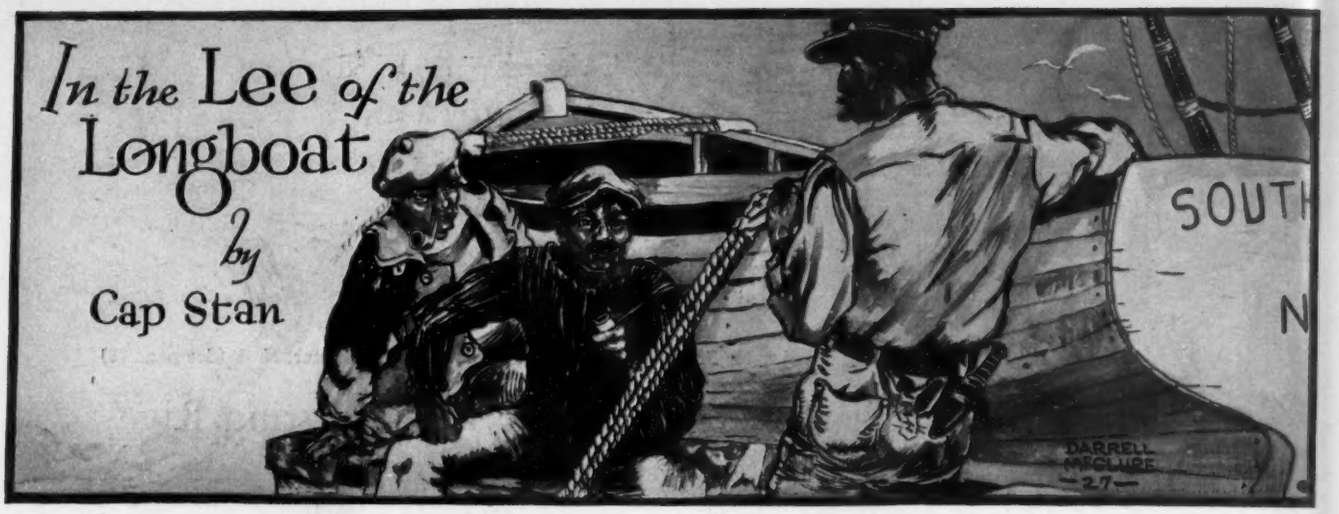


Plans of 50-foot water line schooner building for Henry B. Anderson.

In the Lee *of the* Longboat

by

Cap Stan



BETTER late than never. Which is simply another way of saying that at last the much talked of race to Chesapeake Bay is to be a reality. For the Gibson Island Club, located on the Magothy River about midway between Annapolis and Baltimore, has tackled the job, and will fire the starting gun off Cape May on June 29th, after the finish of the New London-Cape May affair, with ample time for the crews to catch their breaths after the 220-mile jaunt from New London. The conditions will be very much the same as in the first race, with the important exception of the "beam correction," which reduces the ratings of the beamier craft, and adds to the ratings of their slimmer sisters, with the idea of giving the husky, beamy cruisers a better chance against narrower craft. Just how this works out remains to be seen, but it looks like a step in the right direction towards formulating a rating rule which is fairer than mere over-all length.

Some fifteen owners have signified their intention of tackling the Chesapeake, and there is plenty of time between now and June 29th for a lot more to come to life. All set? Let's go!

* * *

This business of injecting a beam correction to the over-all length for rating purposes is also being considered by the sponsors of the Bayside Auxiliary and the Auxiliary Race of the Boston Chapter of the Cruising Club. As a matter of fact, the idea was originated by the New Bedford Yacht Club, and has been used successfully in Buzzards Bay for a couple of years in handicapping the schooners, ketches and yawls during New Bedford Race Week. By the end of the season we should see some definite progress towards the creation of a better rating rule for long distance races for different types of cruising craft than mere over-all length.

* * *

I suppose it's human to err, and as nautical writers are about as human as the rest of the tribe, it is perhaps only natural to find the best of them pulling boners. To give you an idea of what I'm driving at, just consider the statement of E. P. Morris, in his excellent treatise on *The Fore and Aft Rig in America*, to the effect that he believes the only catboats used for working purposes were a few which went fishing from Chatham, on Cape Cod. Why, any observing visitor to Newport knows that there has been for years, and still is, a fair-sized fleet of catboats there, used solely for lobstering and fishing, which are owned and operated mostly by Greeks. And what about the fleet of cats on Great South Bay, used for fishing, oystering, and lobstering?

Another and more glaring misstatement is made by that interesting and prolific English historian, E. Keble Chatterton, in his latest book, *Windjammers and Shellbacks*. According to Mr. Chatterton: "Thomas Fleming Day is now dead, and he finished up as he would have chosen, with the sea for his grave. . . ." When the Old-man reads that, he will quite probably stroll to the nearest cable office and, *à la* Mark Twain, inform Mr. Chatterton that the report of his death has been greatly exaggerated.

* * *

Chap signing off as James Keane, of the Harlem Y. C., sends along the following: "Frank Draper writes me that he is thinking of building a SAIC upon his return. Look that up in your cross word dictionary." Say, Jim, ever hear that crack made by a learned gentleman of bygone days who opined that fools can ask questions which wise men can't answer? Not that you're a dumbbell, or that I'm a wise guy, but — Well, Jim, I'll bite. What the deuce *is* a SAIC, anyway?

* * *

I have heard many opinions and arguments relative to the best way of sailing an ocean race when the wind came in ahead — whether it was best to strap her down and head as near the course as possible, or ease sheets a bit and let her foot, trusting to a shift in the direction of the wind later on to let her fetch the finish without tacking — but I have never seen the thing worked out scientifically until "Alec" Forbes showed us how to do it in his article last month. Undoubtedly the Forbes Plan is far better than the Hit-or-Miss Method, but, as the author points out, pranks of the wind can easily upset the best pre-race dope ever prepared. At that, it wouldn't do any harm for anyone interested in long-distance racing to study the Forbes dope, for a plan of some sort is better than no plan at all, even though it doesn't work out every time. Do a little figuring on this proposition, and you'll get an idea of the problems which the ocean racer must try to solve.

* * *

The race committees of some of our Long Island Sound clubs will undoubtedly be grieved and peeved at Bill Swan's criticism of regatta handling in the March issue. But they shouldn't be. For if the criticism is just, and of a constructive nature, it points the way towards an improvement in conditions. And that's what all hands should be aiming at.

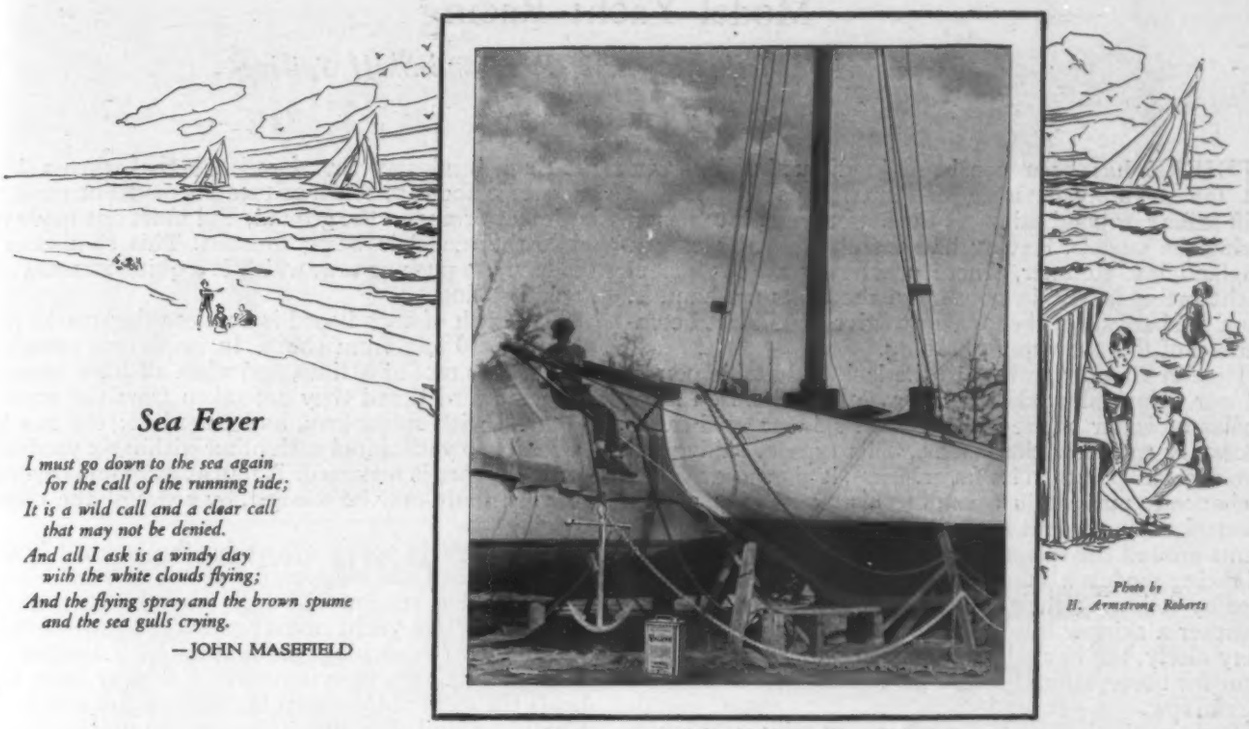


Photo by H. Armstrong Roberts

Sea Fever

I must go down to the sea again
for the call of the running tide;
It is a wild call and a clear call
that may not be denied.
And all I ask is a windy day
with the white clouds flying;
And the flying spray and the brown spume
and the sea gulls crying.

—JOHN MASEFIELD

For spars and all bright work—Clear Valspar!

Down to the Sea in Ships

Valspar Yacht White for hulls
Photo by M. Rosenfeld

"Sea Fever" is upon us. And with it the desire to get our boats in spick-and-span condition—to make them look a little better even than last year. In this rejuvenation Valspar always plays a most effective part.

All yachtsmen know *Valspar*—the famous waterproof varnish. It is used wherever ships sail the seven seas, to preserve their beauty in spite of water and weather, sun and fog.

For hulls, there's nothing finer than *Valspar Yacht White* (*or Black*) which covers so smoothly and flows so easily that it's a satisfaction to work with it. And you know its color is permanent!

Then there's *Valspar Bronze Bottom Paint*, a truly remarkable protection for bottoms.

Bronze Bottom Paint—for bottoms
Photo by Edwin Levick

Valspar Bronze will keep your boat free from barnacles all season, eliminating all need for a mid-season cleaning.

Calk her up!
Photo by H. Armstrong Roberts

And finally, there's *Valspar Varnish-Stain* (Valspar in transparent colors), *Valspar-Enamel* (Valspar in solid covering colors), *Valspar Gold* and *Valspar Aluminum*. All possess Valspar quality and integrity. Use Special Offer coupon for sample.

This coupon is worth 20 cents to $1.60

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The Varnish That Won't Turn White

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Model Yacht Racing

A Comparison of the Merits of Pond and Skiff Sailing

By JOHN BLACK

THERE has been considerable discussion between the model yachtsmen of America as to whether skiff sailing or pond sailing is the better when it comes to racing the models. Having had the pleasure of racing in England last summer, where practically all the model yacht racing is held in ponds and the boats are handled from the banks, I will endeavor to give an unbiased comparison of the two types of sailing.

Here in America, owing to the lack of suitable ponds, all our principal model racing meets are held on large bodies of water where the use of a skiff or rowboat is necessary to follow the models. This type of sailing has two decided points in its favor. First, it gives the skipper a chance to make adjustments to his model whenever he chooses to do so, and to assist his model in making the turns around the racing marks. Second, it gives skippers of racing models a chance to get some real outdoor exercise by following their models over the course. In light weather a skipper can observe the working of his model very nicely, but in moderate to strong winds there is little time for observation, because his model travels as fast as he can row.

Perhaps the latter case is one reason why more model yachtsmen do not build boats, and fail to become interested. They cannot row a skiff well enough, and they do not have the strength to row over a mile course two or more times during an afternoon's racing. There are many followers of the sport who claim that in skiff sailing the skipper is 75 per cent of the racing and the model is only 25 per cent. This is based on the fact that the skipper who can handle his skiff the best is invariably the winner.

In pond sailing, which is in effect in England, and to a limited extent in this country, the model sails from shore to shore on its own merits, skiffs not being used. All courses are sailed between fixed starting and finishing lines, regardless of wind conditions. Two courses, or boards, are sailed in each race. The windward board counts the most, three points; the leeward board counts two points. In case there is no windward work, each board counts only two points.

When the course is to windward and it is necessary to tack the model, the skipper or his mate (a mate is necessary for pond sailing) is allowed to turn his boat with the aid of a pole some five or six feet in length. One feature of the English rules worthy of notice, is that when a skipper or mate is about to touch or turn his model he must have both feet firmly on the ground, and must not move them while the model is being touched. This eliminates the tendency to push or tow, which is a quite common abuse in skiff sailing.

The finish of each board is between flag marks placed at about 10 feet from shore. In important events only two models race at a time, and when all have completed the windward board they are taken from the water, retrimmed with spinnakers, and paired for the run back. Should two yachts foul each other within six yards of the start, the race is restarted. A foul at any time beyond the six-yard limit may be resailed, by order of the officer of the day.

When a yacht comes ashore on the leeward board, it is the duty of the skipper (or mate) to stop his yacht while making retrim. His feet must be stationary. In restarting, the yacht must gather its own headway. Pushing or "launching" is prohibited. Launching is a new trick that has been invented. A skipper, after retrim, holds the stem of his model high in the air, as if to check his rudder, and then allows the stern to slide down off the palm of his hand with the same effect as launching. This practice is closely watched and offenders are promptly disqualified.

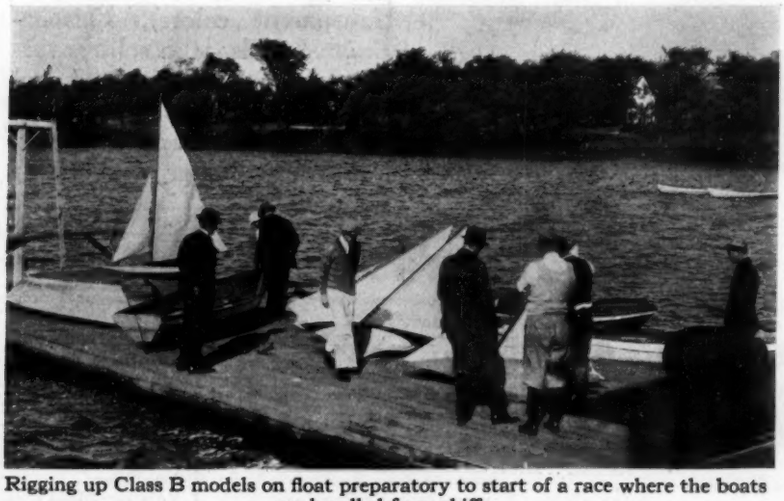
Two very clever rigs that are used in pond sailing and not in skiff sailing are the beating guy, and the Liverpool Boy.

The beating guy is used when only a short tack is needed to make the finish line. This guy is made of one or more lengths of ⅛" square or round rubber, and is attached by the boom, the weather rail and end of the quadrant on the steering gear. A bowser is used to give the proper tension, according to the strength of wind, and also length of the tack. This part of pond sailing is the most enjoyable, and it is wonderful to watch a model thus rigged tack herself when only a few feet from shore without human aid.

The Liverpool Boy is a similar device that is used on the jib pole to hold the jib to weather after tacking, thus preventing the model from coming into irons. This rig is not used by all skippers.

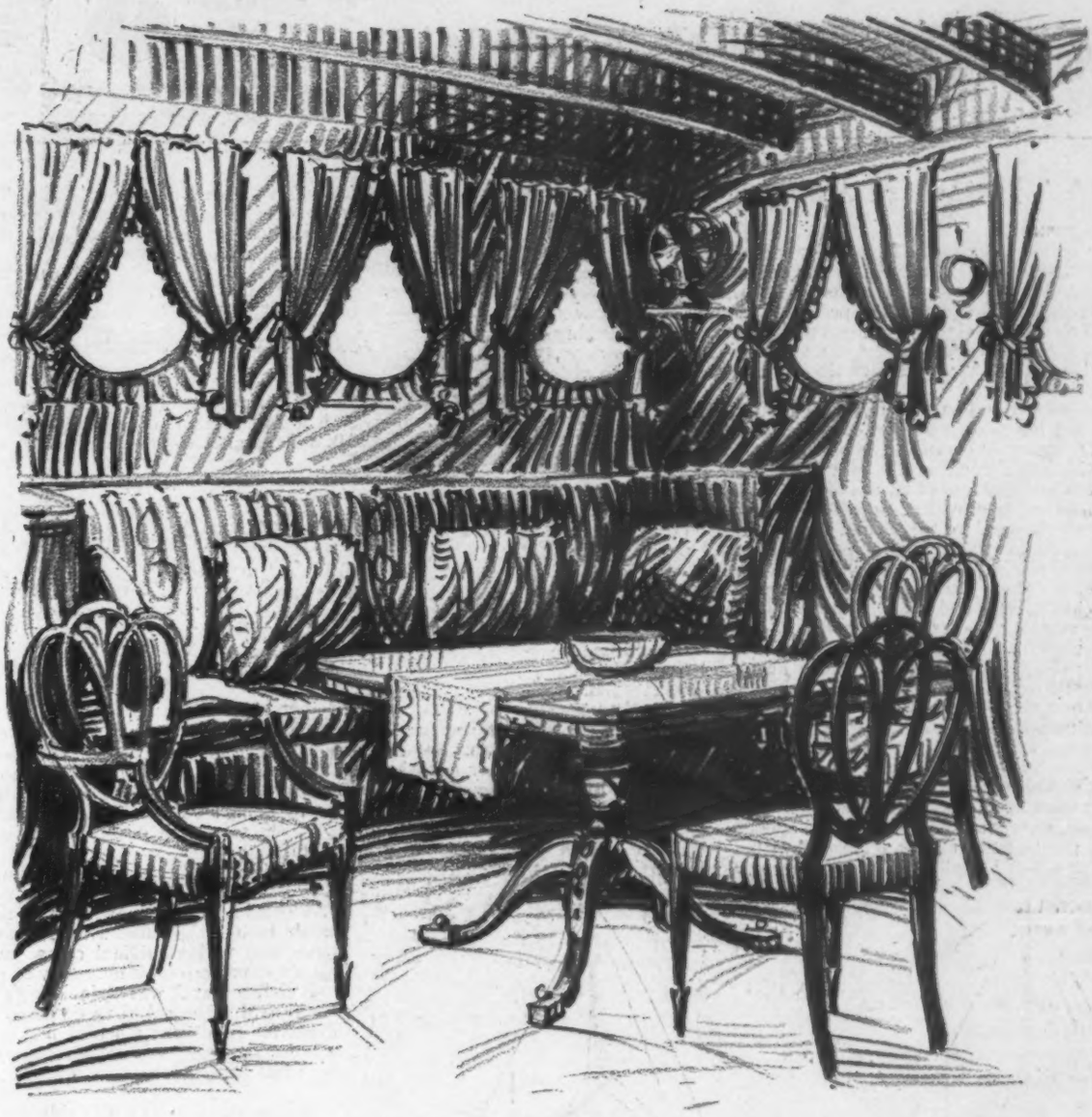
The standard steering gear used throughout Great

(*Continued on page 106*)



Rigging up Class B models on float preparatory to start of a race where the boats are handled from skiffs.

A study in wave making. Class R model *Adieu*.



New York Galleries, Inc., Decorators

The experienced cruising yachtsman realizes that the deck and cabin appointments of his craft, when well chosen and arranged, contribute more to his enjoyment afloat than do any other features of the vessel.

¶ This is particularly true "below," where it is desirable to create an effect of spaciousness within the necessarily limited dimensions of the main cabin and staterooms.

¶ That this can be accomplished, with most gratifying results, has been demonstrated by this organization of decorators and cabinetmakers aboard such well known yachts as Mr. W. K. Vanderbilt's *Ara*, Col. Nicholson's *Sea Dream* and Mr. A. Y. Gowan's schooner *Speejacks*.

¶ Yachtsmen, designers and builders are always welcome at the Galleries, where a consultation regarding the decorative possibilities of either large or small craft will entail no obligation.

New York Galleries

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LETTERS and CORRESPONDENCE

A "One-Masted Schooner" Rig

Editor, YACHTING:

RIGS, rigs and more rigs. The last two years certainly have been productive of a large variety of new rigs, notably the *Advance* staysail rig, Pulsifer's cruising rig, Fenger's main trisail rig, Urry's spritsail rig, and now I offer for your perusal my one-masted schooner rig. I call it a one-masted schooner because the leach of the jib roughly follows the location of the foremast of a schooner (Fig. 1). However, I suppose I might just as well call it a sloop or cutter and be done with it.

Another innovation I have on this rig is the divided mainsail, which would be very handy on a cruiser. This is an idea gleaned from some of the old commercial barks and schooners, but a trifle more refined.

By providing two tracks on the mast, the lower sail can be hoisted on one track and the topsail on the other. This will eliminate much reefing. Likewise, by providing a double stay from masthead to stem, one stay could be used for the jib and the other for the topmast staysail which is cut somewhat similar to the *Advance* type of staysail. If found more efficient a large jib topsail may be used as in Figure 2. Figure 3 shows the rig shortened down without reefing, practically preserving its balance and also having all sheets on travelers, which is very convenient when cruising.

In light weather one large jib could be used to fill in the entire fore triangle, together with a regular jib-headed mainsail.

Now what advantage do we gain over the regular staysail schooner? To tell the truth, I don't know. It certainly has one disadvantage in that the mainmast has to be built stronger than usual to stand the added strain of what would ordinarily be borne by the schooner's foremast. As for advantages, it is quite possible that we save some weight aloft, and it is also possible that we can have a better setting, better cut, better drawing and easier handling maintopmast staysail. On the whole, this is merely a matter of personal opinion.

This rig can be made more complicated with a double headsail rig, as in Figure 4, but I doubt if the extra gear would be worth while. I merely mention this to give an idea of its possibilities. The divided mainsail idea can, of course, be used on regular schooners, sloops, yawls, etc. Figure 5 is another variation. Anybody who wants to use this idea, or any part of it, is welcome to it.

BELLEFONTE, PA. KARL FRIEDRICH.

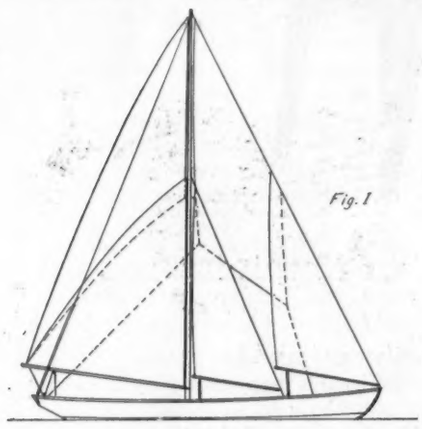


Fig. 1

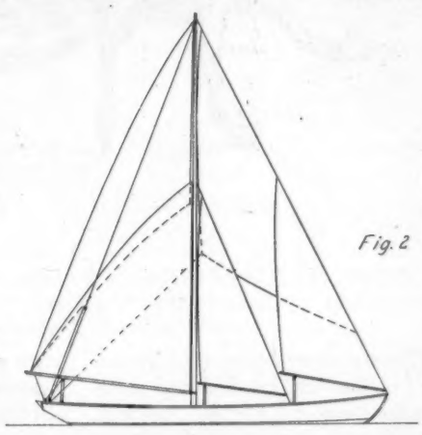


Fig. 2

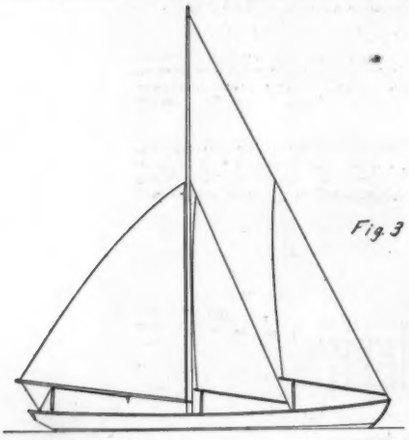


Fig. 3

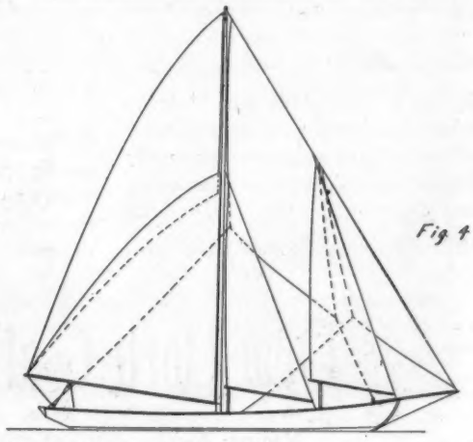


Fig. 4

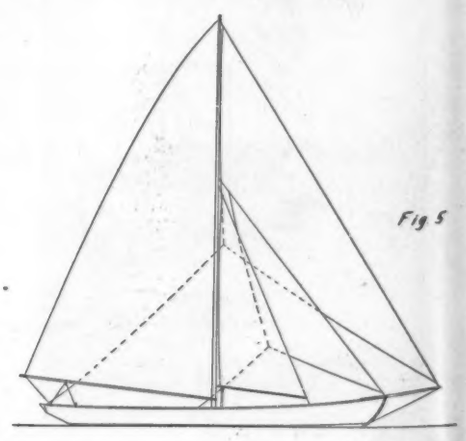
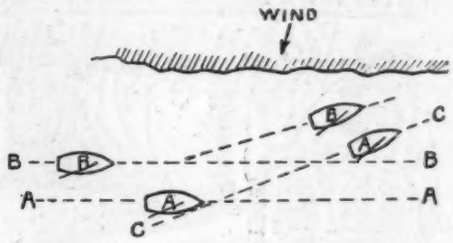


Fig. 5

Obstruction to Sea Room

Editor, YACHTING:

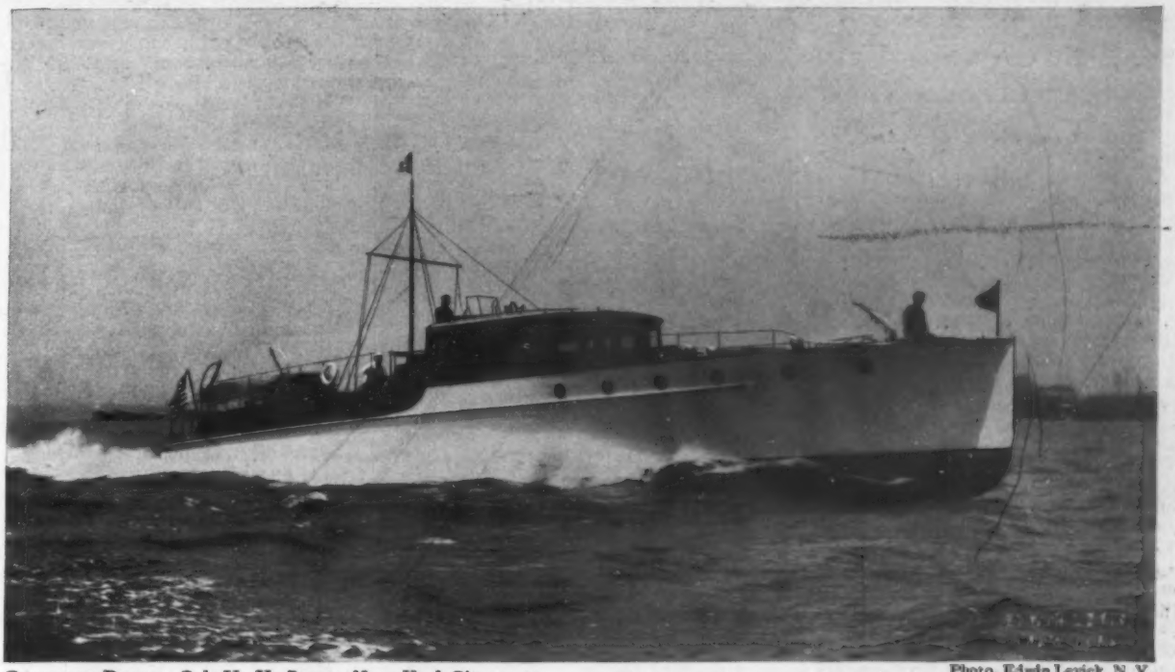
WILL you interpret the racing rules in the following situation: Two boats, A and B, were sailing close hauled along parallel courses AA and BB, and parallel to the shore which was a short distance to windward. B, a considerably larger and faster boat, was overhauling A and was within about 30 feet of A, when A hauled closer into the wind with the object of getting into shoal water on course CC so that B could not pass her to windward. B at the same time luffed slightly, and gaining on A finally established an overlap and called for A to bear off so that B could pass to windward of A without fear of grounding.



A claims that B was at fault as B was the overtaking boat on a course similar to A and should have kept clear, and should have anticipated the situation she would be in if she luffed with A; that she should have held to her original course and, further, should have born off if necessary to pass A.

B claims that A was at fault in failing to give room to B when asked to do so, in that the request for room was when B had sailed into a position that required her to go aground or foul A, or reduce her headway to permit A to sail clear.

It appears to us as if the rule on Obstruction to Sea Room applies in this case and not the overtaking rule. Boat B had a perfect right to pass Boat A to windward if she could. A could luff B into the shore, but if B was then in such a position that she could not bear away without fouling, A then would have to bear away when requested and B, under the rules, would be compelled to bear away at the same time.



CHARMING POLLY, *Col. H. H. Rogers, New York City, owner; equipped with Kohler Automatic Electric Plant*

Photo, Edwin Levick, N. Y.

Have *real electricity* this season

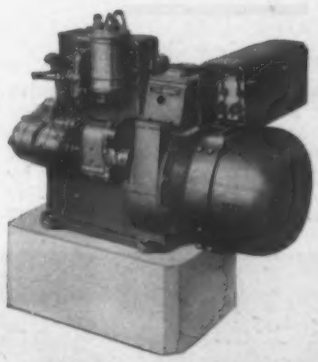
Real electricity means standard *110-volt* current to supply bright, unflickering electric light abundantly, and to operate the identical appliances that make city homes so pleasant —percolators, toasters, fans, heaters, and all the rest. That— and *no storage-battery annoyance!*

If you fit out this season by installing the Kohler Automatic Electric Plant you can take city comfort with you, for this exceptionally capable plant generates 110-volt current. And it has only a small automobile-type *starting* battery.

How satisfactory such an installation is likely to prove may be judged from the fact that the Maybach Motor Company, selecting the Kohler Automatic for Col. H. H. Rogers' express cruiser, *Charming Polly*, described it in the following terms:

> *"An ideal electric plant which starts and stops itself was found in the Kohler 1500-watt, 110-volt, automatic plant. It is absolutely dependable, and it is so silent that it cannot be heard in the sleeping quarters."*

There is still time to arrange for *real electricity* before the cruising season opens. You can see the Kohler Automatic at Kohler branches in principal cities. Or the coupon will bring you detailed information.



Kohler Automatic Model DP
1500 Watts; 110 Volts, D. C.

4-cylinder, 4-cycle, bore 2", stroke 3". Cooling by belt-driven gear pump circulating salt or fresh water. Current direct from generator: 24-volt automobile-type battery for starting only.

Note: Also fitted with 32-volt battery for starting and for auxiliary lighting without operating plant. Similar model has radiator instead of pump cooling. Several other models for marine or general use.

Kohler Co., *Founded 1873*, Kohler, Wisconsin · *Shipping Point*, Sheboygan, Wisconsin
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Gentlemen: Please send full information about Kohler Automatic Electric Plant for marine use

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Automatic Electric Plants—110 Volt D.C.
No Storage Batteries

Of Interest to the Skipper

Benjamin Carpenter

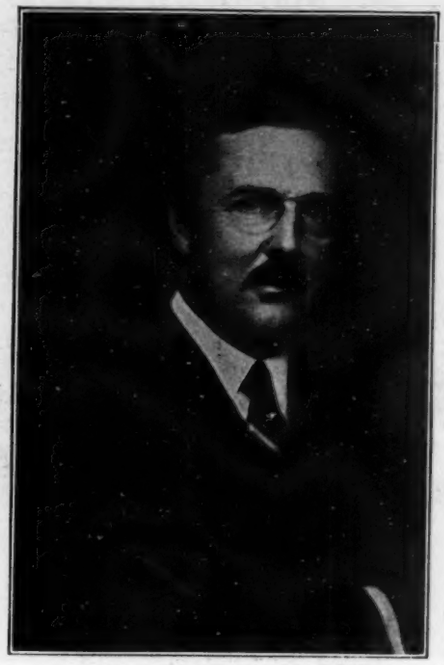
BENJAMIN CARPENTER, well known to many yachtsmen, died in Chicago, February 23rd, at the age of 61 years. At the time of his death he was President of Geo. B. Carpenter & Co., one of the pioneer marine supply houses in this country.

After graduation from Harvard in the class of '88, he entered the employ of the firm of which he ultimately became President. For many years he took a leading part in all yachting activities centering in Chicago, and was one of the founders of the Inland Lakes Yachting Association.

On the entrance of the United States in the World War, Mr. Carpenter, although past service age, offered himself as a candidate to the Quartermasters' Department, was promptly accepted and assigned to duty in Philadelphia as Captain Q. M. R. C. Much of the equipment of tents used by the American Expeditionary Force was purchased under his direct supervision. He was promoted to the rank of Major during service, and at the termination of the war was retired with the rank of Lieutenant Colonel.

During his later years Mr. Carpenter, although not actively participating in yachting events, continued his keen interest in all branches of the sport, and his splendid sportsmanship and sound judgment were at all times examples to the younger men following in his footsteps.

A son, Benjamin Carpenter, Jr., himself an enthusiastic and skillful yachtsman, and an officer of Geo. B. Carpenter & Co., carries on his father's interest in yachting. Two years ago, the much sought first prize in the Mackinac Race was added to the Carpenter laurels through the victory of his Class R yacht *Sari*.



The late Benjamin Carpenter.

An Attractive Showroom

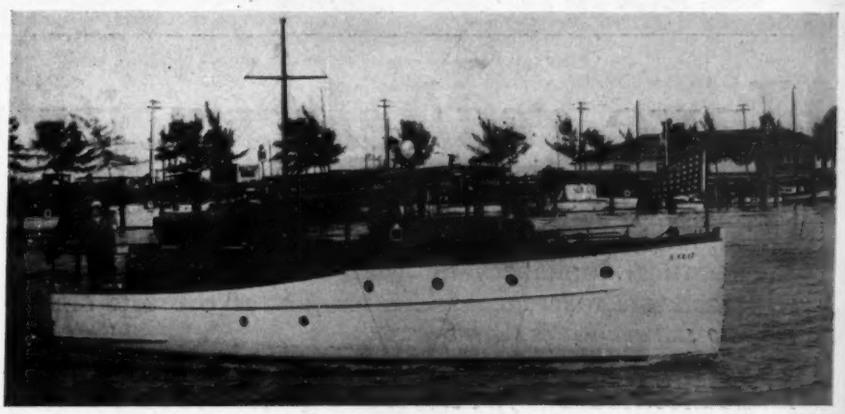
Increasing evidence that prospective motor boat buyers can inspect the latest models just as they would look over models of automobiles is evidenced by the opening of another new showroom in New York by Howard W. Lyon, Inc., distributors for Gar Wood runabouts. An attractive exhibit of Baby Gars and marine power plants is now open to the public in the new Hotel Barclay, at Lexington Avenue and 48th Street. The room is attractively decorated, while photographs of Baby Gars in action give an excellent idea of what these craft are capable of. Similar showrooms for Gar Wood boats will soon be opened in Boston, Chicago and Detroit, in conjunction with full service organizations of factory-trained men.

The showroom of Howard W. Lyon in New York, where Gar Wood boats are exhibited.

A Motor Boat Mart

A notable example of modern merchandising methods as applied to motor boats and their equipment will shortly be seen in Chicago. Believing that it is absolutely necessary that builders and manufacturers put their products before the public in such a way that the buyer can make an actual comparison, Hubbard H. Erickson, president of the well-known firm of Hubbard H. Erickson & Co., manufacturers of Erico Marine Specialties, has taken a six months' lease on a building containing almost 45,000 sq. ft. of floor space, where he will put on a semi-permanent motor boat mart. Space will be sold to builders and manufacturers just as it is at the annual Motor Boat Show in New York, the show being open to the public at all times without charge. In this way, would-be purchasers can drop in at any time, inspect and compare the various exhibits, and become thoroughly familiar with different boats and motors with the least expenditure of time and trouble.

Mr. Erickson's present lease is for six months, but if the plan works out as anticipated, the show will be continued throughout the year.



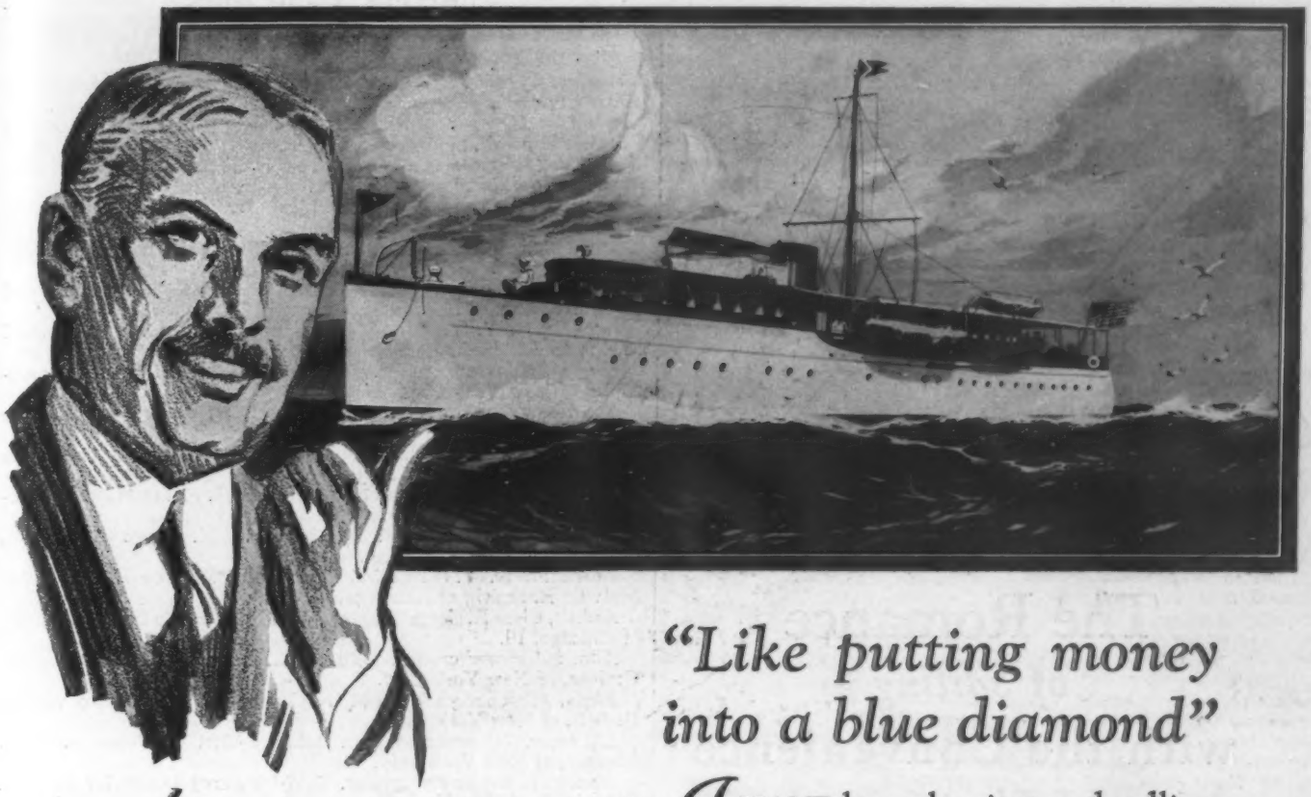
The 42-foot cruiser *Lassen*, built by the Burger Boat Co. and powered with a GM-6 Buda engine.

Modern Cruising

That the modern motor boat and her power plant can be relied upon for continuous, carefree cruising is well illustrated by the trip recently completed by the 42-footer *Lassen*, owned by Mr. C. T. Lassen, of Cedar Lake, Ind. Starting from Chicago October 30th, *Lassen* proceeded to St. Petersburg, Fla., by way of the Mississippi River, Gulf of Mexico, and inland waterway from Tarpon Springs, a total distance of some 2,150 miles. Despite adventures with sand bars, Mississippi floods, snow storms, and Gulf storms, *Lassen* arrived in fine shape, her owner reporting that he had no trouble whatever with hull or motor.

Lassen is a product of the Burger Boat Co., of Manitowoc, Wis., and is powered with a Buda Model GM-6 motor.

(*Continued on page 108*)



The Boat Broker Says

"Like putting money into a blue diamond"

I HAVE been buying and selling boats all my life, and there's just one bit of advice I always give—whatever kind of a boat you buy, choose a CONSOLIDATED.

Buying a Consolidated model is like putting your money into a blue diamond. It is sure to give satisfaction as long as you have it, and equally certain to command a good price should you want to dispose of it.

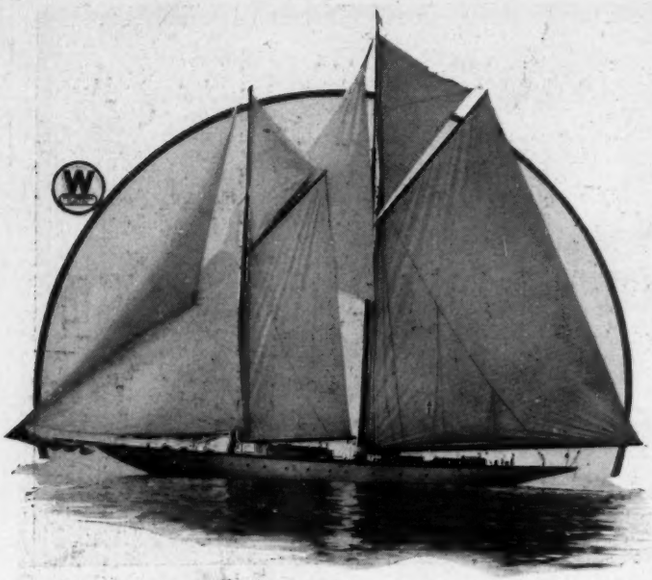
Consolidated-built boats bring good money whenever put on the market.

Consolidated yachts are designed, built, powered and fully equipped by Consolidated—the largest makers of pleasure boats and their propelling machinery in the world.

Details of any size or type of boat will be gladly furnished on request—yacht tenders, day cruisers, commuters, yachts.

We shall be glad to send you full details in regard to a Playboat which we have ready for immediate delivery; or any information you may desire on our larger boats, outfitting, repairs or repowering.

Consolidated Shipbuilding Corp.
Morris Heights New York
Makers of Yachts and Speedway Engines



The Romance
of Sailing
with the Convenience
of Electricity

ALOHA, Cutty Sark, Alcyone, and many other famous yachts combine the romance of sailing with the convenience of electricity.

Westinghouse Diesel-Electric equipment has made this possible.

Clean, convenient, economical—it is always ready when needed, for calm weather, making port, or clawing off a lee shore.

It supplies energy for lighting, heating, cooking, refrigerating, and for the pumps and winch.

Write the nearest Westinghouse branch for complete information, and a list of famous yachts equipped with Westinghouse Diesel-Electric Auxiliary power.

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Recent Yacht Sales

The following sales have been reported recently by Lloyd's Register of American Yachts:

Commodore, 65′ Consolidated cruiser. Sold by A. A. Schantz to Murray W. Sails, of Detroit, Mich., and renamed *Sea Sales*.

Sayonara II, 73′ power cruiser. Sold by Frederick L. Jenckes to H. Earle Kimball, of Providence, R. I.

Twinkle, 21′ Herreshoff sloop. Sold by Gordon H. Shaw to Miss Ruth Trafford, of Short Hills, N. J.

Alcinda, 22′ auxiliary sloop. Sold by M. E. Kinnan to T. O. Connett, of New York City.

Allantan, 74′ Consolidated cruiser sold to Otto J. Schwarzler, of New York City.

Ballkim, 67′ cruiser. Sold by F. A. Anthony to F. W. Fabyan and Frank H. Gage, of Boston, and renamed *Galatea*.

Iroquois, N. Y. Y. C. 50′ Class sloop. Sold by H. Earle Kimball to Charles L. Harding, of Boston, Mass.

Nirvana, 60′ power cruiser. Sold by W. R. Seigle to Holger Struckmann, of New York City.

Nourmahal, sold by Vincent Astor to H. H. Rogers, of New York City.

Thetis, 90′ power cruiser. Sold by E. B. Pendleton to Warren Somers, of Atlantic City, N. J.

Harpoon, 40′ Auxiliary schooner. Sold by J. Rulon Miller to Lawrence Bailliere, Baltimore, Md.

Seyon, 118′ power yacht. Sold by Harry K. Noyes to Frank E. Campbell, of New York City.

Narcissus, N. Y. Y. C. 30′ Class sloop. Sold by F. S. Page to Melville R. Smith, of New York City.

Ardelle, Class R. sloop. Sold by Donald H. Cowl to Clark C. Wright, of Chicago, Ill.

Alta, 59′ power cruiser. Sold by A. H. Powell to Charles M. Greiner, of New York City.

Elena, schooner yacht. Sold by Cornelius Vanderbilt to William B. Bell, of New York City.

L'Apache, 71′ power cruiser. Sold by Carl G. Fisher to A. F. Masury, of New York City.

Nancy II, 65′ power cruiser. Sold by Perry D. Saylor to C. O. O'Donnell, of New York City.

Rival II, 49′ auxiliary schooner. Sold by William H. Judson to Dr. Ogden Edwards, of East Hampton, Long Island.

Wildfire, auxiliary schooner. Sold by Charles L. Harding to Ormsby M. Mitchell, of New York City.

Zinganee, 72′ power cruiser. Sold by Morgan Barney to Dr. E. H. Jones, of Tannersville, N. Y.

Amrita, auxiliary yawl. Sold by Robert Saltonstall to Robert S. Weeks, of Boston, Mass., and renamed *Markay*.

Malabar VII, 53′ auxiliary schooner. Sold to Sterling Postley, of Cambridge, Mass.

Sonnica, auxiliary schooner. Sold by E. S. Burke, Jr., to Joseph M. Macdonough, of New York City.

Sapphire, 59′ power cruiser. Sold by Mrs. Catherine M. Brand to Frank A. McHugh, of Wilmington, Del.

Alacrity, 109′ power yacht. Sold by Henry D. Whiton to John B. Mallers, Jr., of Chicago, Ill.

Florence W. III, 62′ power cruiser. Sold by F. H. Thoman, of Detroit to G. B. Mansur, of St. Petersburg, Fla.

Phantom, N. Y. Y. C. 30′ Class sloop. Sold by T. J. S. Flint and Charles B. Halsey to A. H. Renshaw, of New York City.

Scattergood II, 65′ power cruiser. Sold by Clarence B. Kelland to Mrs. Hamilton Barksdale, of New York City, and renamed *Wyndycrest II*.

Temorangerie, 55′ Elco cruiser. Sold by estate D. P. Davis to Earle H. Croft, of New York City.

Grey Goose, 35′ power cruiser. Sold by Frank L. Cross to Howard L. Curry, of Port Washington, L. I.

Bella, 83′ power cruiser. Sold by C. E. Sorenson to Herman C. Maise, of Detroit, Mich., and renamed *Ruhla*.

Clytie, six-metre sloop. Sold by Henry B. Plant to H. M. Curtis, of New York City, and renamed *Clio*.

Hookah, 35′ schooner. Sold by W. H. Battles to John S. Dickerson, of New York City.

Nor'Easter III, Class Q. sloop. Sold by Grafton Smith to George E. McQuesten, of Boston, and renamed *Scapa III*.

Aquanno, Class Q. yawl. Sold by A. W. Stevens to Dudley F. Smith, of Glen Cove, Maine.

Mirage, Larchmont Class O sloop. Sold by Harold Tobey to T. J. S. Flint, of New York City.

Nahma, Auxiliary yawl. Sold by Charles L. Harding to Henry P. Kendall, of Boston, Mass.

Nautilus, N. Y. Y. C. 30-footer. Sold by James H. Ottley, Jr., to W. L. Inslee, of 26 Broadway, New York City, and renamed *Taurus*.

Oriana II, 53′ power cruiser. Sold by Abe Adelson to Buell Heminway, Jr., of Watertown, Conn., and renamed *Tara*.

Poppy, Sound Inter-Club Class sloop. Sold by Madison Haythe to A. W. Rossiter, of New York City.

Amelita, Auxiliary yawl. Sold by J. S. Dickerson to Henry A. Lumb of New York City.

(*Continued on page 90*)

Pouring Rain, Breaking Seas, Dripping Fog Cannot "*Drown*" *Elto* Ignition!

NO downpour can put your Elto out of commission. No drenching slap of cresting wave can short its fiery spark. When you want reliability *most*, the Super Elto's battery ignition gives you the *most reliability*.

Hundreds of times you'll be thankful for that fact—as you'll be grateful for quarter-turn starting every time you step into the boat. *Both* are yours—weather-proof reliability and easy, positive quarter-turn starting—because of battery ignition.

And that is the plain reason why the Elto is built with full battery ignition. And Elto's ignition means not merely battery *alone*, but complete battery *system*—waterproof battery *plus* special waterproof coil *plus* the famous Atwater-Kent Timer. *And not battery system alone*, but basic motor design, specifically adapted to battery ignition.

In every other major particular of design and construction the Super Elto displays engineering equally advanced. Every present owner of an outboard motor, as well as every prospective user, will be interested in the new 1927 Catalog of the Super Elto. Gladly mailed on request!

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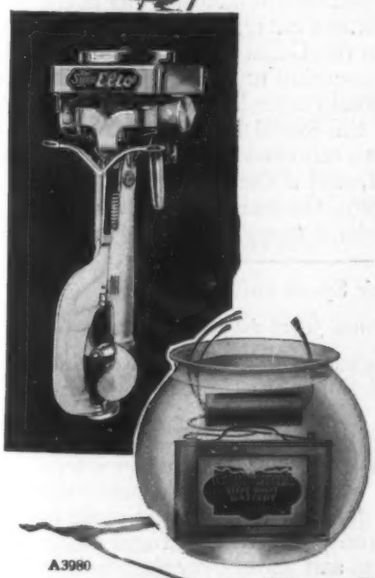
Mason Street. Dept. 2 *OLE EVINRUDE, President* Milwaukee



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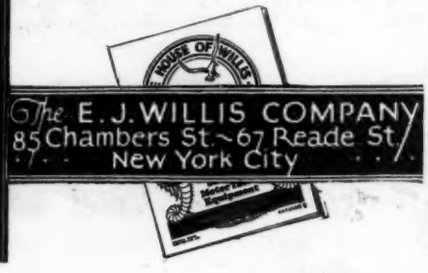
Write us for your copy now as this edition is very much in demand and the supply limited.



Priscilla, 65′ Mathis cruiser. Sold by Gifford K. Simonds to Frederick H. Rand, Jr., of Miami, Florida.

Brant, 32′ auxiliary yawl. Sold by Alexander Moffat to Mrs. Henry P. Bigelow, of Concord, Mass.

Namoa, Alden schooner. Sold by Henry B. Anderson to Robert B. Noyes, of New York City.

Reveille, Victory Class sloop. Sold by Melville R. Smith to Clarence L. Smith, of New York City.

Tempter, 53′ power cruiser. Sold by Henry Grebe of Chicago to Charles F. Uebelacker, of New York City.

Yolanda, 78′ power cruiser. Sold by John H. Johnson to Harvey W. Dobbin, of Red Bank, N. J.

Squall, 36′ auxiliary ketch. Sold by Horace B. Merwin to Dr. Plinn F. Morse, of Detroit, Mich.

Muroma, 65′ power cruiser. Sold by Powell Crosley to C. K. Chapin, of Detroit, Mich.

Celeritas, Larchmont Class O sloop. Sold by Julian Armstrong to Kendall Hester, of New York City.

Delphine, 250′ power yacht, being reconditioned for Mrs. Hugh Dillman.

The Staysail Rig and a Staysail Brig on the Great Lakes

(*Continued from page 58*)

original short gaff rig, with the exception of an added foretopmast. *Blue Moon* of Kingston adheres to a jib-headed mainsail and gaff foresail. Commodore Montye Macrae, of the Oakville Yacht Club, launched a new schooner late in the season of 1926. She is a little smaller than *Seneca* and her sail plan is a high narrow gaff mainsail and topsail, gaff foresail and jib. That is the rig favored by Commodore Peter Laing, of the Queen City Yacht Club, in *Sunbeam*, and it is also used in the re-rigged Mylne sloop *Zoraya*, which has blossomed out as a schooner. Commodore Macrae's schooner *Anitra* runs exceedingly well, and off the wind she appears to be able to hold *Seneca*, but the latter has the heels of her in windward work.

The staysail rig is, however, making progress on Lake Ontario. Stuart Lansing, of the Crescent Yacht Club, Watertown, N. Y., has changed his schooner *Alice*, which had the baldheaded gaff rig, to a jib-headed mainsail and staysails between the spars, with a new suit of canvas and new hollow masts. The rivalry between *Alice* and *Blue Moon*, of the neighboring city of Kingston, Ont., is exceedingly keen, and may produce a change to the staysail rig in the Canadian schooner.

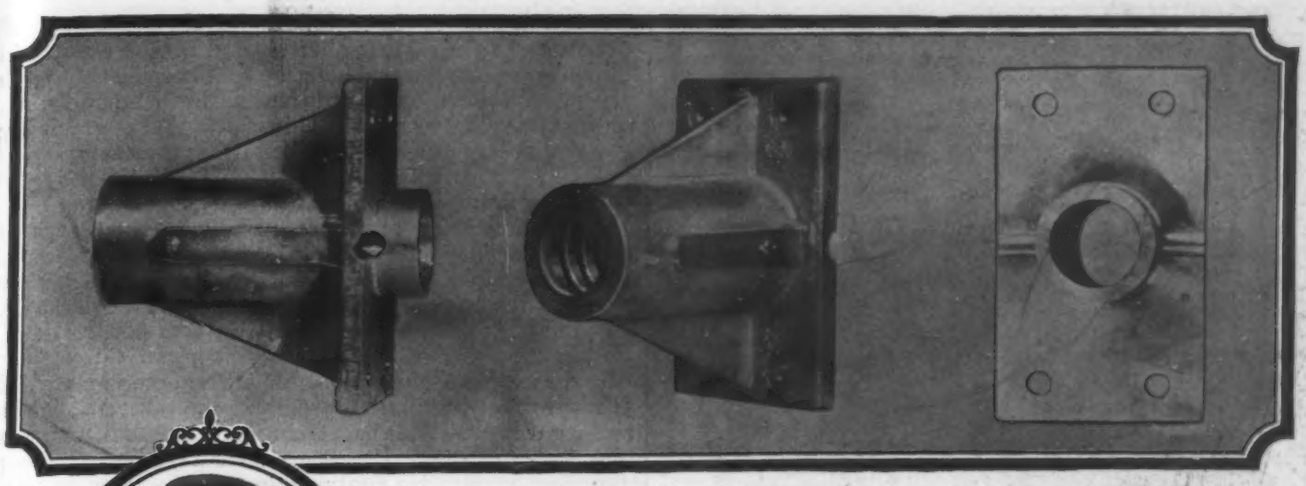
Perhaps the most interesting adoption of the new rig of all which have occurred on the lakes so far is the one proposed for the old Watson cutter *Vreda*. Built in 1888, sailed from the Clyde to the Great Lakes, out of commission for years, and reappearing under a very inadequate ketch rig, the fine old steel cutter has been purchased by Norman Robertson, of the Royal Hamilton Yacht Club, and is being re-rigged as a schooner. Staysails between the spars are contemplated, and if the project is carried out Lake Ontario will present the unique spectacle of a 35-year-old hull racing under a two-year-old rig in 1927.

Captain Jack Sprat and the *Squid*

(*Continued from page 46*)

right, but she hadn't figured on what her three hundred pounds, net, would be doing up there when the *Squid* took the water.

Well, the *Squid* hit with a splash that all but killed her headway as she floated off the cradle, and down went her bow clear to the deck, while up went her gaudy stern — it was sky-blue with a golden squid looking right at you — and all of a sudden that danged centrifugal pump took hold and shot a stream of salt water over the whole crowd, but mostly on those in back. About that time the old lady began to lay aft, and the stern came down, so that those who'd only been sprinkled before got it more direct. "A complete job," as Willie said afterwards when he found a bunch of christening cigars stuck together with a mess of gum drops in one of his pockets. Then the old girl



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Now you can get a complete Cutless Bearing unit; ready to bolt on the aft side of your stern-post in place of your old-style babbitted stern-bearing!

Goodrich engineers have collaborated with Columbian Bronze Corporation in the design of this sturdy, durable fitting. The casing is heavy bronze that will outlive any boat—the Goodrich Cutless Bearing sleeve is replaceable and will outlive any ordinary metal bearing two or three times.

Water circulation for lubrication has been amply provided for; you can install this Goodrich-Columbian fitting and forget it all season—no lubrication worries, no cutting or scoring even in the muddiest, most gritty water.

Be sure to equip your boat with this bearing before you put her overboard this spring. You can install it yourself in an hour or two. Made for shafts of all sizes from 1" to 3".

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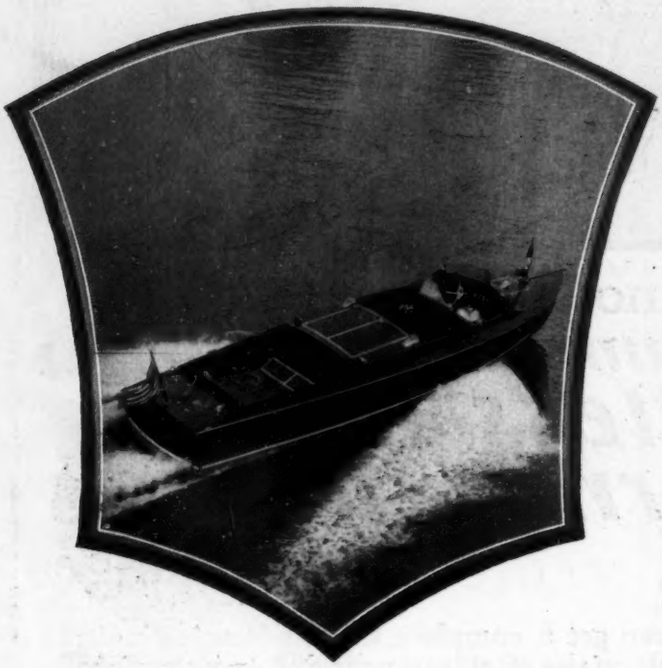
—for stern tubes and struts



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Dart Runabout **26-foot**
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stepped down into the cockpit and as the transom kissed the water, the *Squid* shot ahead like a cat with a bee on its tail. The old lady draped herself over the engine box while the captain rolled backwards and hit his head on the end of the tiller. Which reminded him that he'd better do some steering pretty quick or he'd be hitting something. So he grabbed 'hold and hauled himself up, and away they went, skittering around the harbor like fat in a fry pan.

Say! There weren't but three people standing up ashore, and that was only because they had their arms around some old dolphins, while those damned squareheads out there on the private yachts were rolling on the decks and playing peek-a-boo at that blasted *Squid* cutting didoes and figure-of-eights amongst the moorings, till they got dizzy. The whole harbor was rocking, and then we saw that the old man must have turned on the ink tank, for his wake got red and he was making a regular Batik work of the place out there. It was great, and we had visions of the fame he and his contraption were going to bring to Clamport when, all of a sudden, something seemed to go wrong.

The *Squid* made a nasty sheer for a big houseboat, and when the old man shoved the tiller hard over, she kept right on going, regardless. The clamp where the rudder stock takes on to the hose must have busted, or something. And the old lady jumped up on the foredeck while her stern came up — the *Squid's* — just in time to fend clear of the yacht, and they were off again, headed this time for a shiny black yawl with a bevy of piazza yachtsmen on her, all in white.

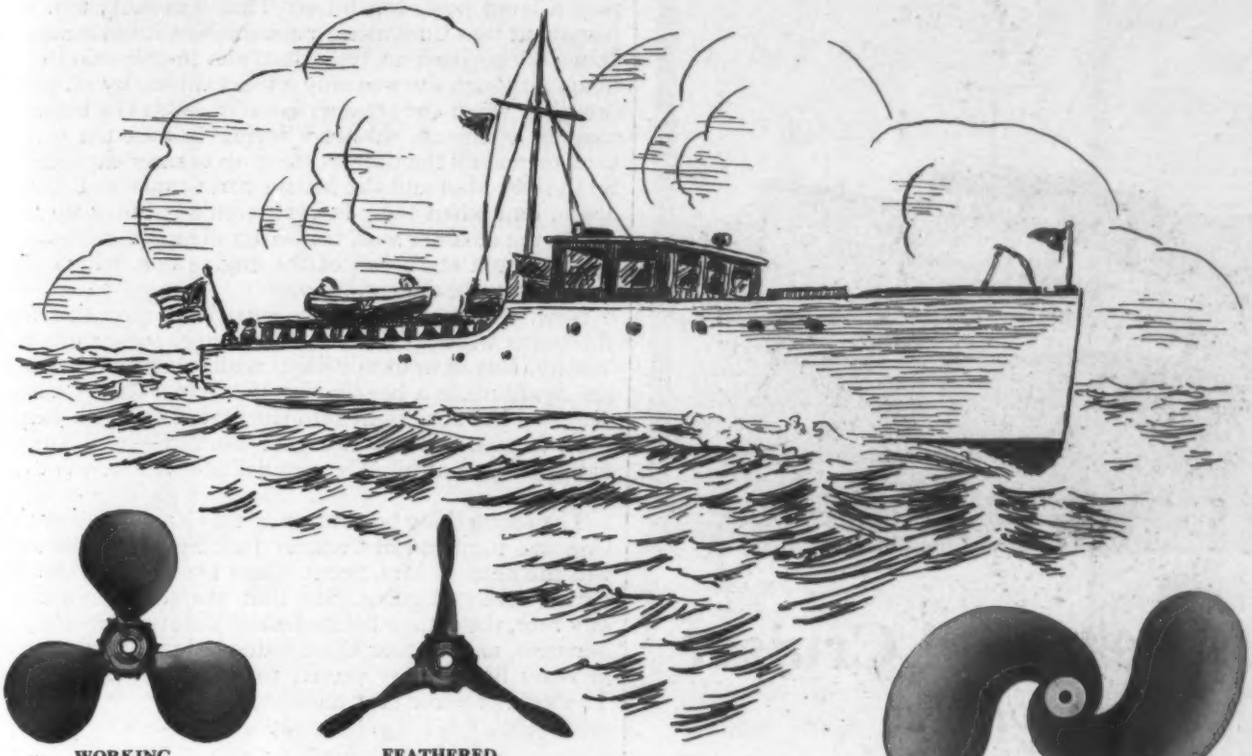
Now instead of trying to stop the engine, which he should have, the old man had got it into his head that, by gosh, he'd control her with the by-passes and side tubes. At least we could see him monkeying with the valves which were outside the box. So just as the old lady was getting up on the foredeck again — sort of prairie gopher, she was, but a *big* one, *I* tell you — to stop the *Squid* before she cut that yawl down in its prime, the old man got the port valve open, and around she went, the same as one of those garden whirligigs, squirting red water from under her tail like a dying whale. First you saw those piazza yachters looking over the rail, all in white, and then — SWISH! — you saw 'em, still looking over the rail, but all in red, as though someone were playing with the colored lights. Next you saw a neat little white knockabout, or thought you did, and — SPANG! — she looked like a Chinese sunset.

Well now, the old lady, seeing all the discoloration that was going on, watched till the *Squid* was headed clear between the yawl and the knockabout, and she dove for the cockpit. But the skipper had the port valve all open now, and away they skidded for one of those mahogany grasshoppers with a stem like a knife edge. She lay bow on. So the old girl put one of her big hands over the side and stopped the intake — while a couple of birds on the mahogany boat fended her off, and one fell into the harbor.

Well, the old man was getting the hang of the valves, now, and the *Squid* shot away clear, and presently the two of 'em were on their hands and knees, yelling at each other and working those valves while she chasséd and side-slipped and did the double shuffle all over the place, but gradually working toward the breakwater. I told you at the very first that those two were of one accord and, by golly! they were. They'd master that damned critter of theirs, or bust.

It was along toward noon when they finally got her past the breakwater — we'd all run out to give 'em a cheer as they scuttled by — and you could feel their relief as they straightened up from those valves and let the *Squid* make her way, more or less in the direction of Long Island. Sea room was what they wanted, and now they had it and we saw them lighting up their cigars, she her "7–20–4," most likely, and he one of his Spig two-fers.

Sea room, did I say? Has it ever struck you that when



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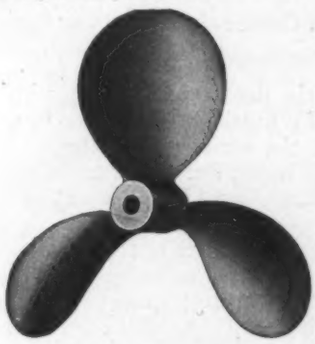

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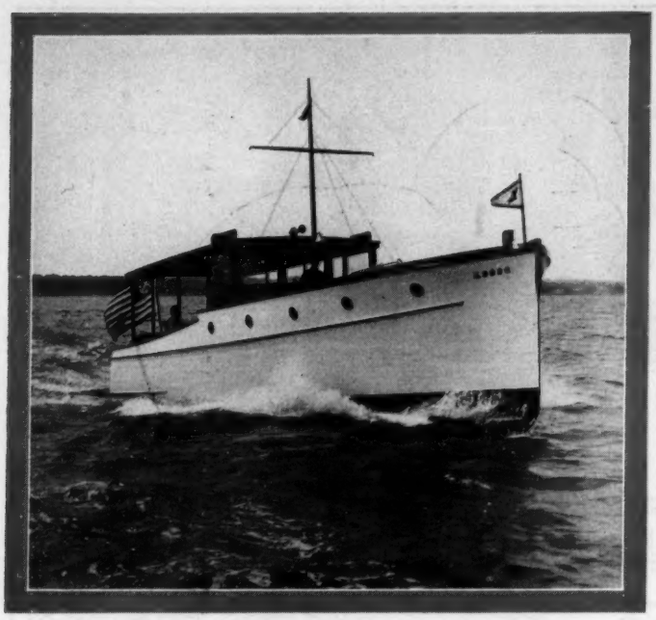

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The perfect riding quality of these handsome boats is due, in large measure, to the selection of a power plant of definite weight and horse power. This idea affords a splendid coördination between hull design and motive power, which gives a marvelously smooth running unit. Dawn 38-footers are powered with the 6-cylinder 65 H.P. Kermath marine motor.

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DAWN CRUISERS

Noah fetched up on Ararat, it was luck? Just navigator's luck? And did you ever see a beginner on a bicycle try to pass a lamp post, but hit it? That was luck, too. Well, just about that time, along came the New London steamer. It would be hard to tell what was in the mind of the *Squid* although she was only a freak driven by jet propulsion, but when the steamer hove in sight, she began zigzagging as though she were trying to tack the way she used to, and all the time working up to meet that steamer. So the Old Man and the Missus had to take to the valves again, and when their heads weren't bobbing up to see where the steamer was, two drifts of smoke were coming up, port and starboard of the engine box, which meant that they were danged busy.

Now, the steamer captain must have seen that something was wrong, for he took a deep sheer inshore to let 'em by. But it wouldn't have made much difference, for the *Squid* made a bee-line for the heft of her wake and shoveled her nose right into the first of the curl. Just like that, it was. We saw her take the sea — and then we didn't see her at all. The two drifts of smoke went down with her.

Then something bobbed up again — and another thing. One was the head of Captain Jack Sprat, and the other was the head of Mrs. Sprat. Clem Davis swore that their cigars were still going. But that would be *too* much. At any rate, there they bobbed while the steamer completed her turn, and we saw them hauled aboard with a couple of buoy lines. They waved to us from the cargo port. The kind of wave that means good-bye.

* * *

Willie Moses figured he might break about even for his time, not counting the hull, which hadn't cost *him* anything, and with what he'd get from the two suit cases, the trunk and the canary cage thrown in. But the Widow Filkins, it seemed, had first lien. By right of possession.

Southern California Midwinter Series

(*Continued from page 63*)

away and crossed the line 10 seconds ahead of the *Pirate*, with the *Galliano IV* finishing 47 seconds later. It was the best sailed race of the series and, although the *Patricia* had won two of the races, the *Pirate* captured the regatta on points, having amassed 15 points to the *Galliano's* 14 and *Patricia's* 12.

So ended the first midwinter regatta held on the Pacific Coast and one of the most talked-of yachting events in Southern California. Interest in things Corinthian now centers on the spring series of "R" sloop races sponsored by the California Yacht Club, and the joint regatta of the Pacific Coast and Southern California Yachting Association at Santa Barbara in August.

FIRST RACE

Start 1:00:00

Yacht	*Skipper*	*Pt. Firmin*	*Buoy*	*Pt. Firmin*	*Finish*	*Place*
Pirate	Tommy Lee	1:30:20	2:04:10	2:53:20	3:12:05	1st
Galliano IV	Owen Churchill	1:31:35	2:04:25	2:54:45	3:13:15	2nd
Ace	Arthur Rousseau	1:36:30	2:10:00	3:09:40	3:26:15	3rd
Debra	Ben Weston	1:30:05	2:03:40	2:51:00	3:09:45	4th
Patricia	Ted Conant	1:33:20	2:05:12	2:59:30	3:16:05	
Heather	Sterling Jeffers	1:32:18	2:05:05			

SECOND RACE

Start 1:15:00

Yacht	*Skipper*	*Pt. Firmin*	*Finish*	*Place*
Patricia	Ted Conant	1:53:00	3:08:33	1st
Galliano IV	Owen Churchill	1:54:10	3:11:47	2nd
Pirate	Tommy Lee	2:00:00	3:24:40	3rd
Ace	Arthur Rousseau	2:04:30	3:55:30	4th
Heather	Sterling Jeffers	2:03:30	3:36:30	5th
Debra	Ben Weston	2:08:32	3:40:12	6th

THIRD RACE

Start 1:00:00

Yacht	*Skipper*	*First Round*	*Finish*	*Place*
Patricia	Ted Conant	2:22:55	3:53:32	1st
Pirate	Tommy Lee	2:22:45	3:53:42	2nd
Galliano IV	Owen Churchill	2:23:30	3:54:14	3rd
Debra	Ben Weston	2:27:00	3:58:00	4th
Ace	Arthur Rousseau	2:27:30	4:01:34	5th
Heather	Sterling Jeffers	2:28:20	4:03:06	6th

Herreshoff Craftsmanship Demands Jeffery's Marine Glues in Deck Seams

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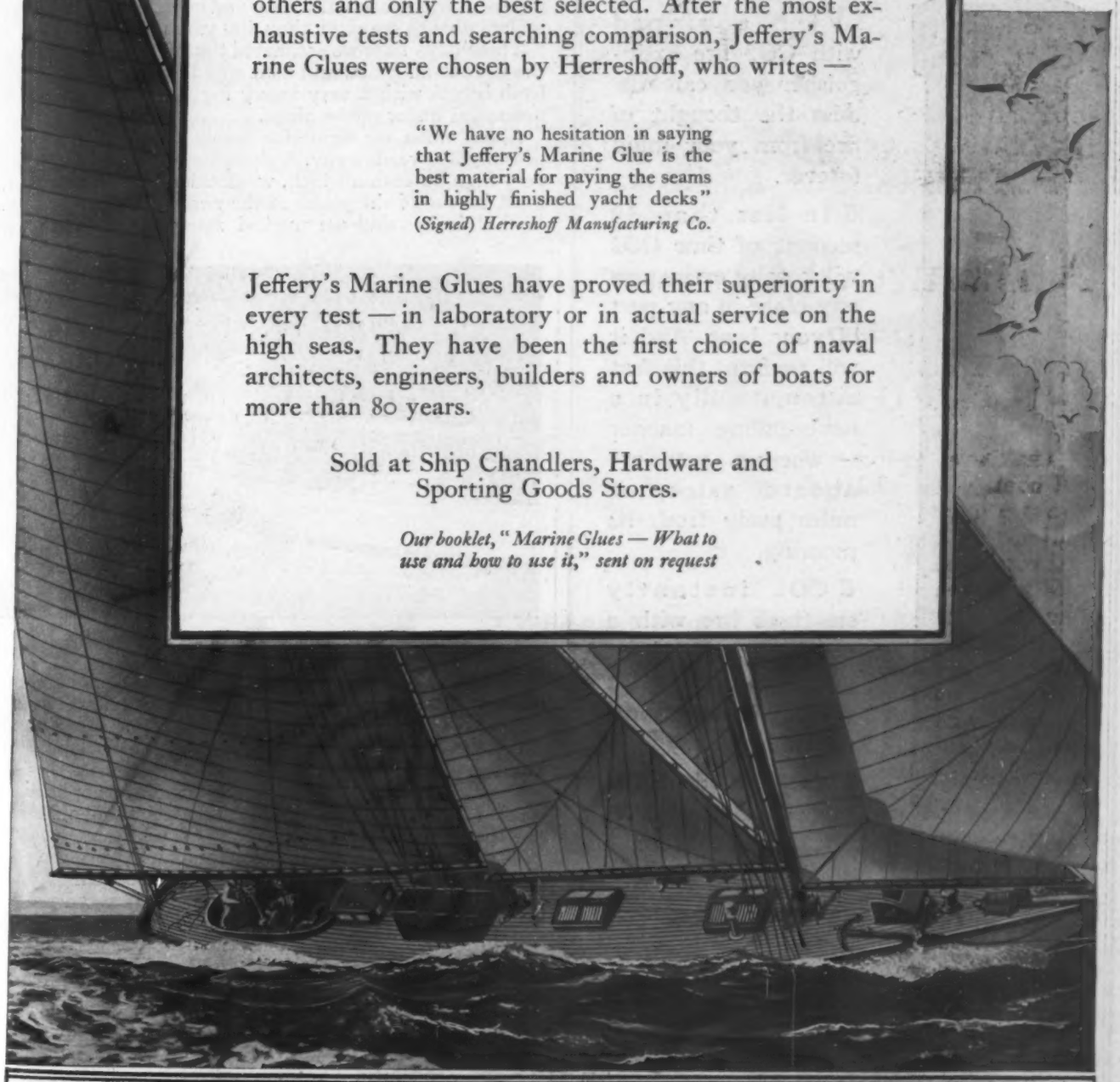
"Mary Rose"
(shown below) owned by Harold W. Brooks of Southampton, built by Herreshoff. Jeffery's Marine Glues used in deck seams.
Photo by Levick



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THE CO2 FIRE EQUIPMENT CO.

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A Greenland Cruise in the *Sachem III*

(*Continued from page 40*)

under way about 7 o'clock in the morning. By noon we had succeeded in working into the more loosely packed ice off Table Mountain. About 2.30 the pack had become sufficiently thin for us to start using our log, and we took departure for Greenland by taking bearings of various prominent peaks along the coast. Towards 8 o'clock in the evening we passed a long line of icebergs, marking the outer edge of the Labrador ice pack, and beyond which we were certain to see no further ice until we reached Disko Bay, some 16 miles north of the Arctic Circle.

We were able to take sights only twice during the crossing from Labrador to Greenland, for while we had fairly good weather and a comparatively smooth sea for these waters, it was continually hazy and overcast, and we were seldom able to see more than 100 yards ahead.

Three days later we estimated that we must be nearing the Greenland coast, and as it was then blowing quite a fresh breeze with a very heavy fog, we took in sail and proceeded under power alone.

About noon we sighted a small island dead ahead, possibly 300 yards away. A short time later we sighted a very high mountain which, we decided from its contour, must be one of the peaks to the north of Sukkertoppen. With this in mind we worked along the coast to the

The *Bowdoin* under power in a Greenland fjord.

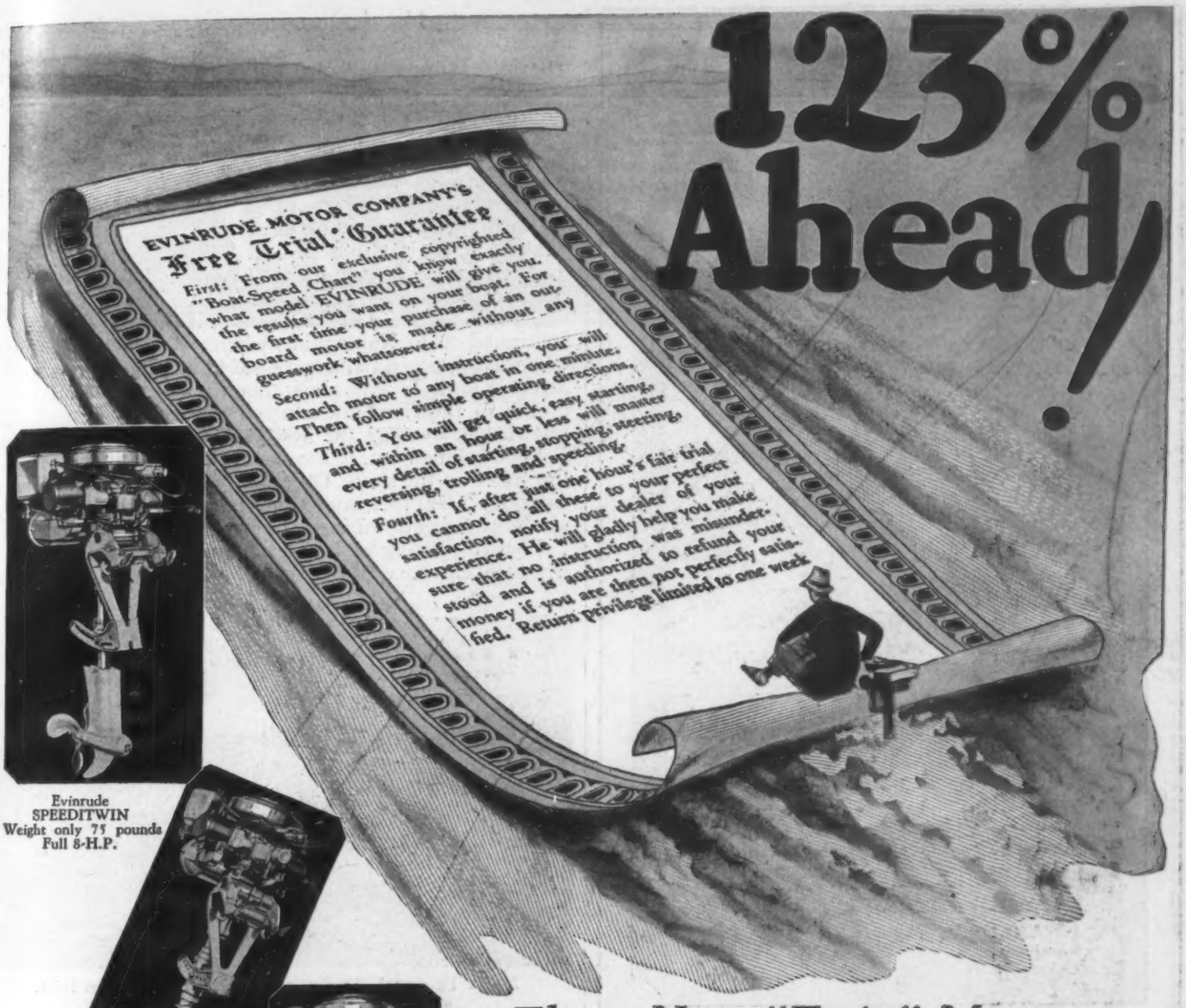
south'ard, keeping as far offshore as we could, without losing sight of the line of breakers. About an hour and a half later we sighted our first beacon marking the entrance to the Bay of Sukkertoppen, and by 4 o'clock were at anchor.

As soon as we entered the harbor the Governor boarded us and asked for our permits to land and our bill of health. As these were on the *Bowdoin*, he asked us not to come ashore till she arrived. A short time later we received a radio message from that ship that she was waiting, in the lee of some outside island, for the fog to lift, and that as soon as she was able definitely to find her position she would join us. It was not until the next morning that the *Bowdoin* was able to locate herself and come into port, but as soon as she arrived we were at once given permission to go ashore and the Eskimos allowed to board us.

The chief industry of Sukkertoppen is cod fishing, and at the particular time we were there they were having unusually good luck. The more industrious of the natives went out twice a day, so as to take advantage of both morning and evening tides, and before we left there were so many cod waiting to be slit at the fish factory, that Governor Lensco gave orders for the fishing to be stopped, as the fish were spoiling before they could be cleaned.

We remained three days in Sukkertoppen, visiting the Danish officials and trading with the natives for such souvenirs as they were allowed to trade in. We were, how-

123% Ahead!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First: From our exclusive copyrighted "Boat-Speed Chart" you know exactly what model EVINRUDE will give you the results you want on your boat. For the first time your purchase of an outboard motor is made without any guesswork whatsoever.
Second: Without instruction, you will attach motor to any boat in one minute. Then follow simple operating directions.
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Fourth: If, after just one hour's fair trial you cannot do all these to your perfect satisfaction, notify your dealer of your experience. He will gladly help you make sure that no instruction was misunderstood and is authorized to refund your money if you are then not perfectly satisfied. Return privilege limited to one week.

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MORE twin-cylinder Evinrudes were sold last year than in any previous year in history, including 1916 when Evinrude introduced the *first* successful twin.

Only two months ago, Evinrude announced the three sensational new 1927 models shown here. *Only a month ago* Evinrude published its three remarkable new services — its FREE TRIAL GUARANTEE, STANDARDIZED TIME-PAYMENT PLAN and BOAT-SPEED GUIDE (Reg. U. S. Pat. Office). Never, in all marine motor history, have such guarantees of satisfaction been offered.

Bona fide orders at this writing exceed those at the same time last year by 123%. This recognition surpasses by an almost unbelievable margin, all previous sales gains in our entire 17 years of Evinrude manufacture.

Write for free copy of new 40-page Evinrude Year Book. Motors in actual colors. Shows beautiful waterways, speed records—complete facts!

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$30 Puts any EVINRUDE on your Boat

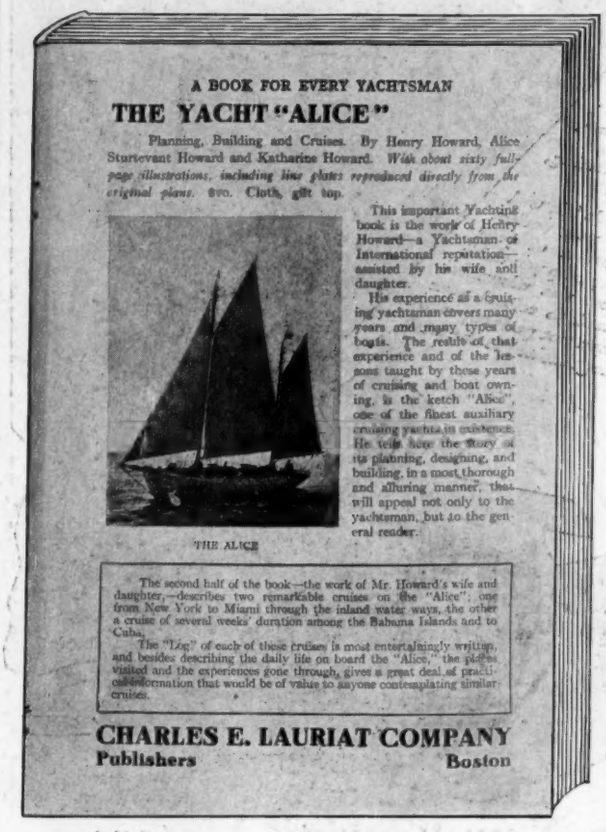
EVINRUDE BOAT-SPEED GUIDE (© 1927)

Note: This is an abbreviated listing of boats and maximum speeds. Ask for Evinrude Year Book showing additional standard type hulls with speeds complete for all. Trolling speeds as low as 2 M.P.H.

Type of Boat	Maximum Boat Speeds in Miles per Hour					
	Speeditwin	Fastwin	Sportwin	Single		Inboard Twin
				Motor	Recom-mended	
1 or 2 Occupants	15-27	11-23	9-13	6-9	8-15 Painted Stern 7-12	
Rowing Hydroplanes 9'-14' Long	13-20	10-18	9-13	6-9		
Square Stern Canoes 16-20 feet long. Light Round or V Bot. 12' to 18' Boats.	10-18*	9-16	6-11	5-8	8-10	
Heavy Round or V Bottom Fishing Boats 12 to 18 feet long	9-15	6-11	5-9	5-7	5-10	

BOLINDER'S

LOW PRESSURE—SURFACE IGNITION
SOLID INJECTION TYPE
OIL ENGINES
6 to 600 H. P.


A BOOK FOR EVERY YACHTSMAN
THE YACHT "ALICE"
Planning, Building and Cruises. By Henry Howard, Alice Sturtevant Howard and Katharine Howard. With about sixty full-page illustrations, including line plates reproduced directly from the original plans. 8vo. Cloth, gilt top.
This important Yachting book is the work of Henry Howard—a Yachtsman of International reputation—assisted by his wife and daughter.
His experience as a cruising yachtsman covers many years and many types of boats. The result of that experience and of the lessons taught by those years of cruising and boat owning, is the ketch "Alice", one of the finest auxiliary cruising yachts in existence. He tells here the story of its planning, designing, and building, in a most thorough and alluring manner, that will appeal not only to the yachtsman, but to the general reader.
THE ALICE
The second half of the book—the work of Mr. Howard's wife and daughter,—describes two remarkable cruises on the "Alice", one from New York to Miami through the inland water ways, the other a cruise of several weeks' duration among the Bahama Islands and to Cuba.
The "Log" of each of these cruises is most entertainingly written, and besides describing the daily life on board the "Alice," the places visited and the experiences gone through, gives a great deal of practical information that would be of value to anyone contemplating similar cruises.
CHARLES E. LAURIAT COMPANY
Publishers
Boston

So extraordinarily prompt and general has been the demand for free copies of this popular book that unfortunately we have had to disappoint a great many, and this notwithstanding the fact that we had tried to anticipate it. Within a very few days after the release of the February issue of Yachting in which our announcement appeared we had booked over 300 requests for free copies, all of which have since been distributed and exhausted our supply.

We are grateful to those who have complimented us upon this idea of spreading a useful text book and to those we have had to disappoint we owe thanks, too, for they have helped to show the immense value of popular and useful advertising.

"The Best the World Produces"

BOLINDERS COMPANY, Inc.
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BOLINDER'S COMPANY J K G TRADE MARK NEW YORK U.S.A.

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Richard Froboese Co., 83 Marion St., Seattle, Wash.

ever, requested by the Danes not to trade for any articles of clothing or kyacks, as these were necessary to the natives if they were to earn their livelihood during the following year, and would be difficult to replace once they had parted with them.

On July 27th we left Sukkertoppen and proceeded inland, behind the islands, so as to keep out of the dense fog which lay a few miles offshore almost the entire time we were on the Greenland coast.

Our first day's run took us around the island on which Sukkertoppen is situated, and late in the evening we dropped anchor for the night at Agpanuit, located at the entrance to Hamburger Sound. That night a dense fog rolled in from sea, but by morning it had lifted and we continued on to Kangamiut, where we picked up a pilot who was supposed to have a good knowledge of the South Strom Fjord. It was about noon when we entered the mouth of the fjord and started up. To the best of our knowledge, we were the first two vessels, larger than an Eskimo fishing boat, to have ever been any further than a few miles up the shore. On either side the mountains rose to about 5,000 feet, sometimes in a sheer wall, or cut by glaciers coming down from the great ice cap in the interior.

Toward evening we had reached a point about 40 miles from the entrance to the fjord, and almost at the Arctic

Indian Harbor, Labrador, showing ice in Hamilton Inlet.

Circle, when the *Bowdoin*, which had turned into a bay ahead of us for anchorage, struck the mud and came to a rather quick standstill. In attempting to pull her off we grounded ourselves, but both boats floated shortly on the rising tide and we worked off into deeper water and anchored for the night.

The next morning we made some slight repairs to our reverse gear while the *Bowdoin* proceeded down the fjord toward the sea, as we had lost all faith in our pilot and decided that it would be unwise to continue further up the fjord. About ten miles below where we had spent the night the *Bowdoin* anchored at the foot of a small glacier, and several of the scientists went ashore to study the great mass of material which the glacier had pushed down.

Early in the afternoon we started back for the mouth of the fjord. Having the strong tide with us, we made exceptionally good time, and by seven o'clock were anchored off Simiutak, another small fishing village. We found that it was blowing a strong westerly breeze outside, with a rough sea and a dense fog which drifted in over the harbor, sometimes obliterating everything except the high mountain peaks which rose above it.

On July 31st we left Simiutak for Godhavn on the Island of Disko. We had a moderate sea and breeze the whole way and made very good time. Our course carried us about 20 miles offshore, and we were much interested in watching the layer of dense fog which rested on the water between us and the shore, above which the mountains rose.

(To be continued)

Any Service is Easy Service ~ With a CUMMINS ~

"We had, in the six-cylinder CUMMINS DIESEL ENGINE, a good engine"—
***So writes Mr. Rowe B. Metcalf in this issue of* YACHTING**

Sachem III
80′ x 65′ x 20′ x 10′
MacMillan
Sub-Arctic
Expedition

Powered with a Cummins Oil Engine the *Sachem III* cruised the Coasts of Labrador and Greenland during 1926. She was designed by John G. Alden and built by Charles A. Morse of Thomaston, Maine. The Cummins installed was our 6-cylinder engine, bore 5½″, stroke 7½″, b.h.p. 75, weight 6000 lbs. Mr. Metcalf states that "it gave entire satisfaction" and "a speed close to 8 knots."

CUMMINS
Full Diesel Oil Engines
1 to 6 CYLINDERS 12½ to 75 H.P.

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Cummins Engines are made in 1-2-3-4 and 6 cylinders, from 12½ to 75 h.p. These engines are noted for their quick starting, perfect control and fuel economy. They have made good in yachts and work boats and when you finally decide to put "work boat engine dependability" into your yacht we suggest that you confer with us.

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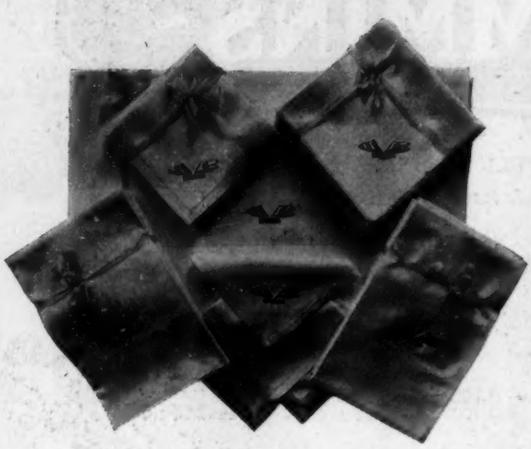


To have yacht linens that are really your own, marked with your own flags, costs no more than a haphazard, impersonal collection. Mosse yacht linens are designed for sea use and are appropriately substantial ¶ Linens for the coming season should be arranged for now. Designs and estimates will be cheerfully furnished to members of recognized yacht clubs

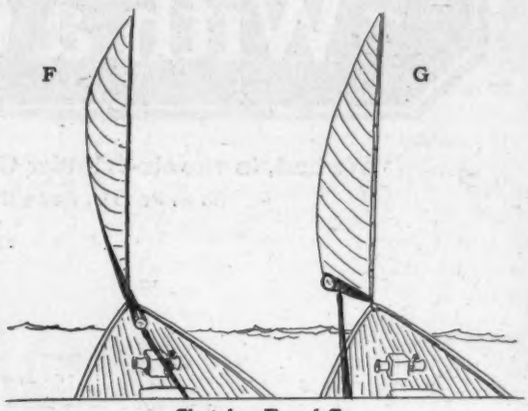
LINENS FOR THE YACHT

Look to Your Spars and Rigging!

(*Continued from page 55*)

ward, or reach, with a sagging peak, and the forward part of the sail will become badly stretched, as a result of its taking the load which the after leach of the sail should carry, plus its proper share.

The effect of a tight topping lift is shown in Sketch J.



Sketches F and G.

The sail is actually "cut in half" — and neither half is effective.

Spring is here, and Summer will soon be with us. A sloppily-rigged craft bears the lubber's trade mark. So check up on your spars and rigging, do away forever with the bends, buckles and hard spots, and you will be rewarded by the satisfaction of knowing that your boat is trim and ship-shape, and up to the mark in seamanlike efficiency.

The Decked Canoe

(*Continued from page 60*)

factors. Again let me quote from the letter from Mr. Murphy:

". . . . There is no sailing class in which the design is such a small factor. One of the fastest canoes in the A. C. A. is Ralph Britton's *Jonah*, a sharpie design with hull of four boards, possible for any chap who is fond of working with tools to build at a cost of one-third or one-quarter that of the finest professionally built boats.

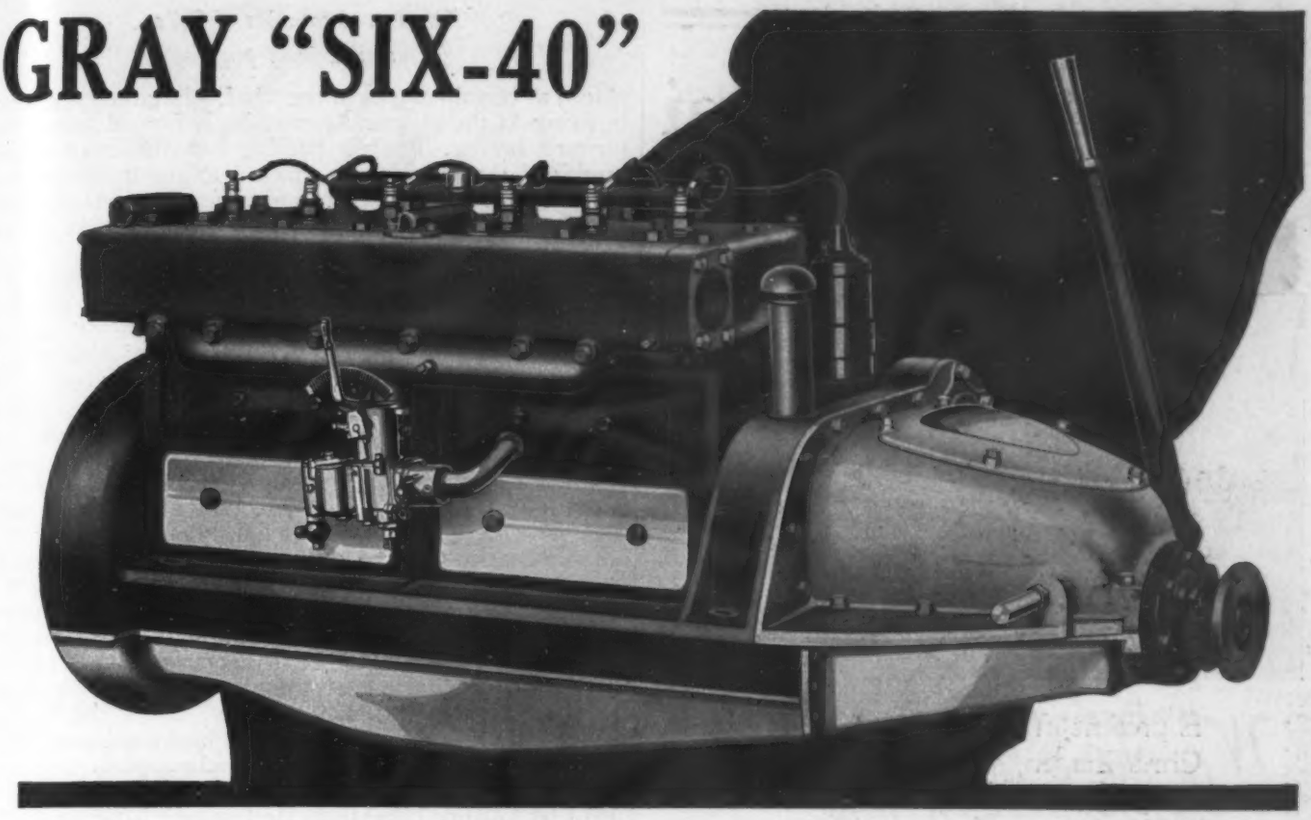
"A fair division of the elements of successful racing in the decked sailing canoe would be, I think:

Design and condition of hull	10%
Sails	20%
Individual skill	70%

"Also there is no sailing class in which a craft stays so long in the game without being out-built. Paul Butler's *Wasp*, built in 1889, is still capable of winning our Championship with one of our best men at the helm. My son's *Damoset*, built in 1891 for William Whitlock, from a design by Gardner; the aforesaid *Jonah*, built in 1901; my *Banshee*, designed by Crowinshield, and StarlingBurgess's *Twilight*, both built in 1906; and Leo Friede's *Mermaid III*, built two years ago, are all of radically different design, all in good racing condition and any one capable of winning the championship next year if sailed by one of our best sailors. In fact, they all have championship records except *Twilight* which has only competed once and that was the past summer when she finished well in all races, sailed by a novice.

"Therefore the boat is never out-classed and may be passed on for several generations, if kept in good shape, and be always in the racing. . . . The finest sailing craft in the world!"

GRAY "SIX-40"



Amazingly Free *from* Vibration

A WINNING SIX AT THE PRICE OF A GOOD FOUR ONLY

$595

3¼" bore, 3¾" stroke, 40 H.P. in Runabouts; 30 H.P. in Cruisers. Length, 50 in. Height above water line, 15⅜". Weight, 540 lbs. Engine speeds up to 3000 R.P.M. $520 and $575 for magneto and iron base models.

Gray has now brought to the marine field, the same engineering practices and the same fine workmanship that conquered engine vibration in the Automotive field. Everywhere, it is hailed as the outstanding engineering achievement of the year. Car makers advertise it — now boat owners, too, may enjoy it.

Here is a "Six" that is amazingly free from vibration — a Motor that completely

Absorbs the Shock of its Own Great Power

Tuned for action, it is a beautiful thing to see and to hear — and how it *can* push a boat. It is the ideal Motor for craft requiring 30 to 40 H.P.

Gray Production Methods provide this smooth-power *SIX* for your boat at the price of a good Four — only $595.

This "Six-40" is one of the 3 smooth-power Sixes made by Gray — all equally free from vibration. Those who require greater power will find the ideal Smooth-Power Six in the Gray "Six-60" and Gray "Six-90."

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Gray Marine Motor Co.

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BUILT BY PIONEERS · ENGINEERS · LEADERS

Model H-50 A Quality Four of extreme accessibility. Weight 900 lbs., and turns up 1800 R.P.M. 50 H.P. Price $550 to $845, depending on equipment.

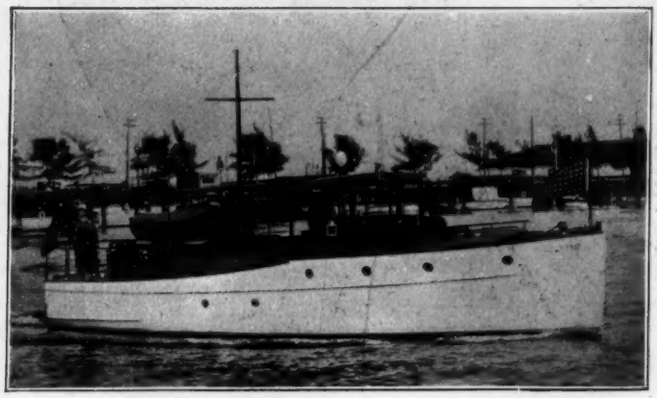
For those who want even greater power, the Gray Model H-75 with electric starter, at $1100 is a matchless value.

Model Z The lightest, shortest, cleanest, and lowest price, 20 to 25 H.P. Motor in the world today — $395 up to $466. (Without clutch only $270).

Chicago to Miami

(Over 3,000 Miles)

Without Touching Engine



WE present in full a letter from Captain Chris Lassen, who drove his new 42-foot bridge deck cruiser "Lassen" down the Mississippi and across the Gulf to Miami at 12 miles per hour. All the attention his Buda GM–6 engine needed was to change the oil. Mr. Lassen's experience speaks volumes for Buda dependability.

Mr. G. B. Wright,
THE BUDA COMPANY,
Harvey, Illinois.

WEST PALM BEACH,
February 17, 1927.

Dear Sir:

We highly recommend 'the Buda Motor' which we have in our yacht 'The Lassen' which is a 42 ft. cruiser, 10 ft. 6 in. beam, drawing 3½ ft., propeller 24 dia. and 18 in pitch. We had a wonderful trip in our cruiser from Chicago to Miami making about 12 miles an hour. We have owned many different makes of marine motors, but the 100 h.p. Buda Motor cannot be beaten. So far we have cruised over 3,000 miles and all we have done to it is to change oil. You certainly have a wonderful motor and you should be proud of it.

Yours truly,

(*Signed*) C. T. LASSEN.

Let us tell you more about this dependable power
Write for Bulletin No. 580.

THE BUDA COMPANY

HARVEY (Chicago Suburb) **ILLINOIS**

Established 1881

BUDA POWER

The Aerodynamics of Sails

(*Continued from page 49*)

placed at certain angles to the wind, a large eddy, known in flying as the ram or Aries eddy, is formed under the forward border. The air passing beneath the forward border of the plane turns upward to the under surface and forward along it. The downy feathers would withstand this forward movement to a certain extent and so utilize this forward-directed force.

In order to ascertain the process with certainty, I have fastened various wings so that a current of air blew on them from in front. In a light wind the downy feathers begin to tremble; in a stronger blast they erect themselves to an angle of 45°. This may even be observed on live birds as they fly, especially with the gulls that follow a ship; as the birds soar for minutes without the beat of a wing, one can see well the movement of the "pockets" beneath the wings. The opening of this feather pocket is helped by a mechanical connection with the forward border of the wing. If one hits lightly on the sinewy skin of fore border (S), the pocket (T) automatically opens (see drawing). The force of the wind hitting the wing of a soaring bird gives the light pressure that has an influence on the opening of the pocket. If we lay bare the muscles on the wing, the anatomical arrangement shows us that two muscles exist: one stretches the fore border of the skin mentioned and consequently closes the feather pocket; the other draws the front backward and therefore releases the stretch and the pocket opens.

The proof of the forward air currents was established in 1913 by Gustav Lilienthal. He fastened little bannerets onto the under side of bird-like carrying planes and caused them to fly in a circle. This showed that the current of air passed, even at a considerable distance from the forward border, from the back toward the fore. Lilienthal further established the fact that this eddy first takes on an extended form when the speed is five meters per second.

Before I draw from these facts those conclusions which have a bearing on the form of a sail, or in already proved forms of sails that tend to confirm their correctness, I wish to bring out briefly the differences in operation of birds' wings, of aeroplanes and of boat sails. Why one may not hold completely to the form of a bird's wing, so well planned by nature, is a point from which erroneous conclusions have been drawn by sailors.

In the first place, the wing, even that of the best soarers among the birds, is intended not only for soaring, but also for the movement of the wing beat, in which the speed of the outer part of the wing is greater than the inner, thus causing a varying resistance to the air at the various parts. In order to protect the wing from breaking and to permit it to be folded when not in use, nature has invested it with great elasticity. This has led to the falsely analogical conclusion that a mast should be elastic. That this "give" of the whole apparatus, as the experiments with kites have shown us, means a loss of power, is easy to see. It is not only the whip-like elasticity of the whole wing (Diagram IV), but the give of the rear outer border (Diagram V; compare the similarity of wing and sail) when pressure strikes it, which has led to the false conclusion that the upper part of the sail must blow out; that the give of the gaff or of the top of the Marconi mast is a favorable factor. This is a gross error and could only have arisen because no sailor has taken the pains to consider the hypothesis twice. We only need to wave an elastic, supple fan or a piece of paper through the air, first with the outer part giving way, then with it stiffened so that it cannot give, to remark that there is a greater air resistance against the stiff surface than against the supple one. The bending of the outer wing of a bird protects the wing during the down stroke from a too great demand on its weakest parts and spares the muscles a

1927 Hackercraft

The True Boat Lover Turns to Hacker

JOHN L. HACKER has been for years the most copied boat designer in America. Time after time his new features have been adopted by other companies, often hastily between races. Among the boat-wise of the land, the genius of John L. Hacker stands out as the most advanced expression in boat building and design. That is why experienced yachtsmen prefer Hackercraft.

At the Hacker Boat Company's modern plant, an organization has been brought together which cannot be surpassed in all the boat building industry. The best energies of this organization have gone into the building of 1927 Hackercraft. In exhaustive trials, the 1927 DOLPHIN and DOLPHIN DE LUXE greatly exceeded anticipations, outdistancing all competitive boats that ran against them.

In each Hackercraft hidden things are as faithfully reproduced as are the details exposed to the eye. That is why, years after Hackercraft are bought, they can still be found faithfully performing. In your summer days on the water if you want to feel the consciousness of excellence, if you want to be envied by all, select a 1927 Hackercraft.

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Among the Many Distinctive Features of HACKERCRAFT *are:*

Indestructo-glass windshield. Elgin instrument panel. Spring upholstery. White metal deck hardware. Watertight collision bulkhead. Double plank bottoms. Goodrich rubber bearings. Parsons bronze strut and rudders. To insure absolute safety, heavy bronze plate in hull over propeller.

***The* DOLPHIN**
8-passenger, 33 miles per hour, equipped with Model F Special, 6-cylinder Marine motor. Price $3450.

***The* DOLPHIN DELUXE**
9-passenger, 40 miles per hour, equipped with Model G, 6-cylinder Scripps Marine motor. Price $4950.

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STANCO
ONE PIECE TILE

A
WASHABLE
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WALL COVERING
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TOILETS, GALLEYS and PANTRIES

STANCO TILE will not crack, warp, shrink or buckle under conditions incidental to marine construction and use. It is waterproof and will not absorb dampness.

STANCO TILE has been successfully installed in some of the most modern yachts and is being specified by leading marine architects as a substitute for China clay tile. It has none of its defects yet possesses all of its advantages.

STANCO TILE is made in large sheets with the mortar lines imbedded, giving it a clay tile appearance. Marine architects and boat builders are requested to write for particulars.

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Manufacturer's
SELLING AGENTS
for the
MARINE TRADE
136 S. FRONT ST.
Philadelphia, Pa.

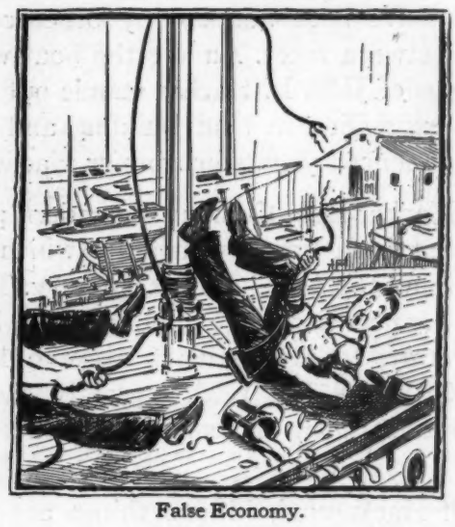
considerable expenditure of strength while flying.

A most pertinent observation is that the wing gives at the outer rear border only on the down stroke. In quiet air, the bird soaring, the wing holds its form. Further, a wing is necessarily so light that the construction of a stiff, unbending surface would be too much to expect of nature. Not so with a sail; stiffness may be easily achieved by means of stays and battens, the slightly increased weight being of small moment.

The conclusion, confirmed by further experiments in the wind tunnel, is that the sail should be so constructed as to sag out as little as possible. We should not attempt to follow those lines which give the bird stability lengthwise and sidewise, which play a very important rôle for the bird, but do not concern the sail at all. For example, the bird's wing is bowed toward the rear, a fact which appears to have caused the Swedes especially to slope their masts backward. This bowing back of the wing has the single purpose of giving the bird stability lengthwise; it is especially marked with swallows, balance being particularly essential to their acrobatic stunts. Aeroplanes which had this wing form proved especially stable, but they did not have so great carrying capacity.

In other respects the sail should correspond to nature. The great proportion of length to breadth in the wing of the soaring bird indicates that the sail should have as great a proportion of height to breadth as the boat's stability will permit. This point has not been reached by a long way, as the center of gravity of the high or Marconi sail lies, with few exceptions, not much higher than with the gaff rigged sails. Furthermore, a thick cutting surface toward the wind is not harmful; a heavy mast would therefore not matter if the transition of the line from mast to sail could be managed without an angle.

(*To be continued*)



False Economy.

Fitting 'er Out

(*Continued from page 36*)

board, or you may be all summer at them and never get fitted out, or you may be tempted by a fine weekend to start not fully equipped. That's just the time one gets caught and things happen. And don't forget the little things — old canvas parcelling for warps, needles, palm, canvas, that box with spare parts for the engine, prickers for the Primus stove, and so on, all little things which make a well-found ship, and without which a cruise can easily be spoiled.

Many of you will think all the foregoing quite superfluous. It has all been said so many times before. But these reminders are not so much for the "old hands," who have probably fitted out many times, but for the man who has not yet met all the consequences of overlooking or forgetting the things that make cruising a pleasure.

WATERWAYS ARE NEW HIGHWAYS OF HAPPINESS

These Exclusive Features ~ have given Leadership to Johnson

THE greatest factor in Johnson leadership has been its combination of exclusive features, which resulted in a degree of performance so smooth, so powerful, so superior that within three short years it made Johnson the world's largest manufacturer of outboard motors

In the 1927 Models, a material increase in power has been secured. A new four-port motor design has been developed for the Standard and Big Twins which gives a flexibility never before known to outboard motors.

Propulsion efficiency has been increased with a new reduction gear ratio and a three-blade propeller. A pressure vacuum cooling system has been added. Full pivot steering gives a degree of maneuvering impossible with any other method of steering. A shock absorber drive permits you to run over obstructions without damage.

Through an exclusive arrangement a Johnson can be insured at little cost.

Select the motor you want at your dealer's store and if you desire, pay for it on the easy payment plan.

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The Light Single

Hunters, fishermen, favor this model because of its 26-pound weight. Easily transported anywhere. Attaches to rowboat or canoe. Ideal for dinghy use. Speed range, 1 to 7 m. p. h., depending upon the type of boat used. Priced at . . $115

The New Light Twin

The tourists', fishermen's and cottagers' motor. Ideal for tender use. The lightest weight twin outboard motor made. Weight, 37 pounds. Speed, 1 to 13 m. p. h., depending upon type of boat used. Priced at $140

The New Standard Twin

An all-purpose motor. For lake and resort cottagers. For racing, planing-types boats, as well as large rowboats. Weight 55 pounds. Speed, 2 to 22 m. p. h., depending upon type of boat used. Priced at . . . $165

The New Big Twin

The ideal motor for small runabouts, Baby Buzz boats, racing hydroplanes, and commercial craft. Weight, 85 pounds. Speed range, 2 to 27 m. p. h., depending upon type of boat used. Priced at $210

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Johnson
Outboard Motors

"You didn't come a day too soon"
The sure way to avoid trouble in your mouth is to see your dentist in time. Go to him at least twice a year as a sensible precaution. He will keep teeth and gums healthy and may prevent serious trouble.

4 out of 5
see him too late

Don't let carelessness or a false feeling of security give dangerous pyorrhea a chance to fasten itself in your mouth. Four out of five have this dread infection at forty, and many younger, according to dental statistics.

A little foresight will keep you among the fortunate who escape. At least every six months let your dentist go over your mouth carefully to detect signs of gum infection and start now to brush night and morning with Forhan's for the Gums.

The entire family should brush with Forhan's. It's a pleasant tasting dentifrice that firms the gums and keeps them pink and healthy. It gives the teeth a thorough cleansing and keeps them white and clean.

You can't begin using Forhan's too soon. Delay may exact a heavy toll. It's unwise to take chances with pyorrhea. Get your tube of Forhan's today. All druggists: 35c and 60c in tubes.

Formula of R. J. Forhan, D.D.S. · · · Forhan Company, New York

Forhan's
FOR THE GUMS
MORE THAN A TOOTH PASTE · · *IT CHECKS PYORRHEA*

Palm Beach Leads Off

(*Continued from page 42*)

Woodward led the fleet of six Sea Sleds twice around the 2½-mile course in the excellent time of 9:02⅗. A. A. Kent's *Vibert II* took the Super Bear Cat event.

The outboard races were productive of the best of sport and some of the closest finishes of the regatta, various makes of motors being represented. These craft are real little racers, and don't let anyone be fooled on that. *Sister Miami*, owned by A. R. Knauer, hung up a world's record for outboards with an average of 25:22 m.p.h., with a Johnson Big Twin, in six mile trials. *Poison*, owned by Don Conkling (yes, son of the Commodore) did well with an average of 22.228, while *Crate*, a tiny craft owned by Jim Ohmer, got first honors in Class B. *Buzzing Around* and Barfield's entry in the Penn Yan Baby Buzz class outboards tied on points.

Yes, it was a great regatta!

Model Yacht Racing

(*Continued from page 82*)

Britain is the Brain gear. It is, beyond question, the most efficient steering gear the writer has ever used. While it cannot be used satisfactorily for skiff sailing, it could be modified for such use. The steering gear used for pond sailing must be so sensitive that it will do the work required without failure.

As to which method of sailing is the best and the most valuable for the sport, there is no question in my mind that pond sailing is the most satisfactory. In the first place, the skipper has a better opportunity to study his model from shore, as he can observe her from every angle. Second, the model has to be perfectly balanced, because she cannot be touched except when she comes ashore. Each time a model comes ashore she looses valuable time, as she must be stopped dead. Third, pond sailing develops speed in retrimming. Many races are lost because skippers are slow at this important item of boat handling.

All in all, the writer firmly believes that pond sailing requires more skill and develops better model yachtsmen than skiff sailing.

Evinrude Absorbs Koban

The Evinrude Motor Co., of Milwaukee, Wis., announce that they have just taken over the entire stock and all other assets of the Koban Mfg. Co., of Milwaukee, manufacturers of Koban outboard and inboard motors. The entire Evinrude facilities are now at the service of Koban motor owners. Orders for Koban parts will be filled promptly, and former Koban employees have been engaged for repairs, service, etc.

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IF YOU WANT THE BEST

Here is a power plant of extraordinary ability and extraordinary value. Marvelously designed — a perfect marvel to handle. Operated with the ease and assurance of a high-powered automobile — and just as smoothly. Responsive to the slightest touch. Get the utmost out of every ounce of gasoline. The Kermath 150 horse power Six will prove a joy to any boat enthusiast.

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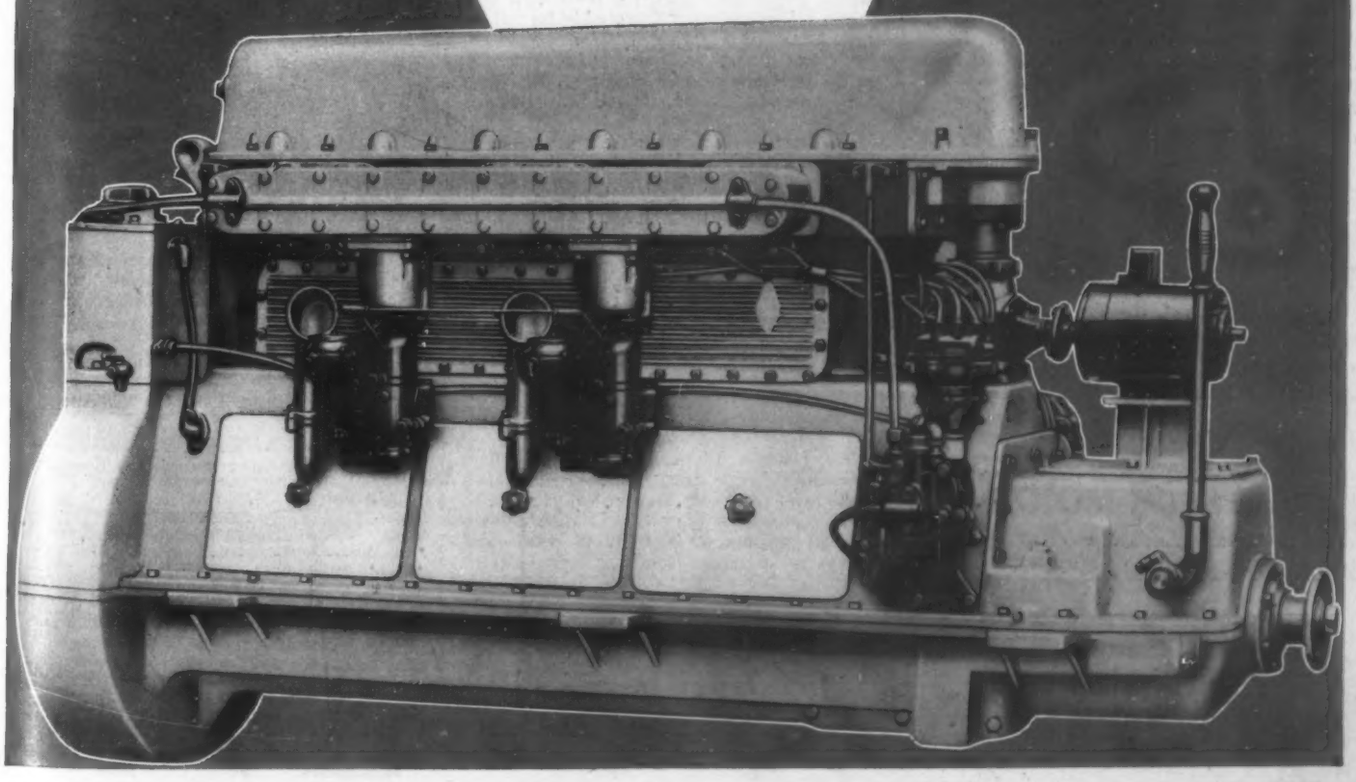

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Belle Isle Boat & Engine Co. Open Fine Show Room

On March 3rd the Belle Isle Boat & Engine Co., of Detroit, opened their fine new display room at 500 East Jefferson Avenue, Detroit, where 4,000 sq. ft. of floor space was utilized to the best possible advantage for showing a splendid line of boats and outboard motors to a huge and interested crowd. Besides the Belle Isle Bear Cats, and the Matthews "38," there were also on display models of the Dunphy Sand Dab, Meraco Speedsters, and Kidney outboard craft. The exhibit of outboards included Caille, Elto, Evinrude, Johnson and Lockwood.

Michigan Wheel Co. Busy

The Michigan Wheel Co., of Grand Rapids, Mich., reports a busy season in progress, and a fine demand for the various types of wheels which they manufacture. Besides wheels of two and three blades for all types and sizes of boats and engines, they specialize in a special reversible wheel, which has stood the test of time and is adhered to by many experienced users. The Michigan Reversible Wheel takes the place of and does the work of a reverse gear, affording unequaled flexibility of control without attention to engine speed. By cutting notches in the quadrant, an operator is enabled to set the blades at just the right pitch to give the most speed and smoothest operation. It is claimed that the installation of a Reversible almost invariably results in increased speed.

Westinghouse Awarded Coast Guard Cutter Contract

The contract for the turbo-electric propulsion units of the first three of a total of ten United States Coast Guard cutters, authorized by Congress last year, was recently awarded to the Westinghouse Electric and Manufacturing Company. These vessels are intended for general use in the Coast Guard, including ice patrol service in the North Atlantic, and will probably be put in commission in the spring of 1928. The design and construction of these cutters will be under the direction of Captain Q. B. Newman, engineer in chief, United States Coast Guard.

The installation for each cutter will consist of one main and two auxiliary turbo-electric sets. The main set, comprising a steam turbine, a-c generator and a synchronous motor driving a single screw, will develop 3,000 shaft-horsepower at a speed of 163.5 r.p.m. The a-c generator, directly coupled to the turbine, will develop 2600 kw. and the turbine working at a steam pressure of 250 pounds with 250 degrees of superheat, will have a speed of 3,600 r.p.m.

J. H. Wells to Move

Mr. John H. Wells advises that the firm of John H. Wells, Inc., now located at 45th Street and Madison Avenue, will remove to new quarters on May 1st. Due to the increased volume of business it was found necessary to secure larger accommodations and Mr. Wells has been contemplating a change of quarters for over a year. After much consideration and inspection of many buildings Mr. Wells selected the new Hale Building at 7-11 East 44th Street (near Madison Avenue) as being the most desirable. Their phone numbers will not be changed, however, remaining Murray Hill 3126-3127.

(Continued on page 111)

YACHT CRUISING

New Edition

By CLAUD WORTH

THIS new and enlarged edition of Yacht Cruising is considered by well informed yachtsmen to be the most interesting volume on the sport of cruising in small yachts which has ever been written.

The author begins at the very beginning, starting with cruises in small second hand craft, and tells in detail the many trials and tribulations connected with both good and bad boats. Progressing gradually, he finally builds his ideal, and recounts numerous cruises in all varieties of weather.

460 pages, with over 100 illustrations and plans.

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The most complete line, including Step-Plane, Baby Buzz and Zip Plane; also most seaworthy models.

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Improved models. Safe and seaworthy. Strong and durable. Easy to row and handle with oars.

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Three models and four lengths to choose from. Including non-sinkable sponson canoes.

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202 Ann St. PESHTIGO WISCONSIN
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The many friends of Mr. Wells and his associates are invited to call at their new quarters after May 1, 1927.

Sails "Dry-Cleaned"

One of the largest dry-cleaning corporations in the United States has recently announced that it has perfected a method whereby yacht sails, weighing as much as 500 pounds, can be thoroughly and safely dry-cleaned without the slightest injury or alteration. This statement is of great interest to the YACHTING fraternity, as it enables the yachtsman to have his canvas spick and span with a minimum of effort and does away with the old-fashioned method of "scrubbing canvas" on the dock or on the greensward of the club.

A technical description of the machinery used in the operation would use many pages, but a short description of the method involved will be of interest. At the present time the corporation does all sail cleaning at its plant, known as the Crescent Dry Cleaning Co., located at Brooklyn. The sails to be cleaned are shipped by parcel post or express to the plant. The sail bag is the best way to ship, properly lashed up and addressed. Upon arrival at the plant the sails are weighed and a record made. Then the canvas is put into a large cleaning machine which is given a slowly moving "tumble motion" under a vacuum. The dirty benzine is then withdrawn and fresh benzine is drawn into the tank and the canvas rinsed. After the rinsing process is completed the final stage is the drying process, when the tank is heated by steam and rotated again until the sail is dry. About one and a half hours are consumed in the process, and when the vacuum is broken and the doors of the machine are unlocked and opened the sail is taken out. It is now thoroughly dry and no odor of benzine is noticeable. The canvas is removed to the shipping room and folded and put back into the bag, and is soon on its way back to the owner. The Underwriters' Laboratories of the National Board of Fire Underwriters carefully investigated all phases of this method before issuing a certificate. A prominent yachtsman, a member of the New York Yacht Club, has had the sails of his yacht cleaned by this method and is entirely pleased.

National Association of Engine and Boat Manufacturers, Inc.

At the annual meeting of the Executive Committee of the National Association of Engine and Boat Manufacturers held February 18th, at the Engineer's Club, New York City, the following officers were elected for the ensuing year: President, Henry R. Sutphen, Elco Works; 1st Vice-President, John J. Amory, Consolidated Shipbuilding Corp.; 2nd Vice-President, Charles A. Criqui, Sterling Engine Co.; 3rd Vice-President, George F. Lawley, F. D. Lawley, Inc.; Treasurer, Everett E. Palmer, Palmer Bros. Engines, Inc.

Beginning May 1, 1927, the Association offices will be located on the sixteenth floor of the new Graybar Building, Lexington Avenue and 43rd Street, New York City, adjoining Grand Central Station and the Hotel Commodore.

At the annual meeting of the Association held at the Hotel Commodore, January 27, 1927, the report of the Exhibition Committee indicated the remarkable growth of the National Motor Boat Show over the record-breaking show of 1926. Space sales showed an increase of 45 per cent, and the attendance at the exhibition showed an increase of approximately 24 per cent over the previous record. Plans for still further enlargement of the 1928 Show were discussed at the recent meeting.

Ask the Man Who Mows One

Are you one of the he-male folks who raise barbed-wire from ear to ear? Got a beard as tough and sharp as a hardware inventory?

Then we have something for you. Something smooth, and silky, and nice. Something to make you glad to keep on shaving.

Barbasol! The champion beard-tamer. The multi-cylinder shave! The Modern Way of Shaving. This is the Barbasol way:

1. Wash the face (but leave it wet) **2. Spread on Barbasol** (but don't rub in) **3. Shave.**

A ride for your razor! Right down through the stubble, with never a halt or back-fire.

No brush. No rub-in. No after-smart. Barbasol leaves the natural oils right in the skin. Takes nothing away but the whiskers. Great for chap and ingrowing hairs.

Mister, you're next. **Try Barbasol, 3 times, according to directions.**

Barbasol

For Modern Shaving

Y.M. 4-27

The Barbasol Co., Indianapolis, Ind.
I enclose 10c. Please send trial tube and I'll give it a fair trial.

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Address .....